NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[23]
RNAV (GPS) Rwy 22[23]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
VOR Rwy 28

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/
POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA) ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

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PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA) ELEV **100**

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)
AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)
AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI (CON)
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON (LZD)
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL (1B0)
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI (EPM)
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)

NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA
HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

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MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.

Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)
ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)
AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.
Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

21 OCT 2010 to 18 NOV 2010

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

ALTON BAY SPB (B18) 2 N UTC−5(−4DT) N43°28.66′ W71°14.22′ **NEW YORK**

504 NOTAM FILE BGR

WATERWAY 01–19: 2600X100 (WATER)

WATERWAY 01: Tree. **WATERWAY 19:** Ground.

SEAPLANE REMARKS: Unattended. Ice in winter plowed to approximately 2300′. Check NOTAMS for ice rwy conditions. Rwy 01 thld 100′ north of floating bandstand. All tkfs and ldgs must be north of the bandstand. All travel south of the bandstand must not exceed headway speed. Waterway 01–19 P–line marked with orange balls 1000 ft S of thld at S end, less than 30 ft height along roadway.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

BERLIN RGNL (BML) 7 N UTC−5(−4DT) N44°34.52′ W71°10.56′ **MONTREAL**

1161 B S2 **FUEL** 100LL, JET A NOTAM FILE BML **H–11D, L–32H**

RWY 18–36: H5200X100 (ASPH) S–53, D–82, 2S–104, 2D–140 HIRL 0.5% up N **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 65′. Tree.

RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. For Jet A after hours call 603–449–2168; 100LL charge card system. Wildlife on and invof arpt. ACTIVATE HIRL Rwy 18–36, REIL Rwy 18, and REIL Rwy 36, PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (603) 449–3328. **HIWAS** 110.4 BML.

COMMUNICATIONS: CTAF/UNICOM 122.7

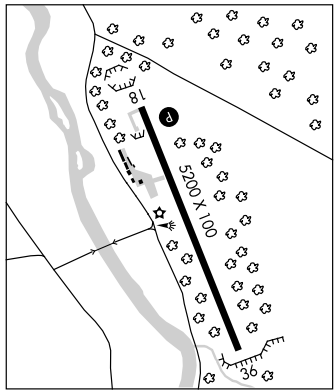
RCO 122.35 (BANGOR RADIO)

CLNC DEL 122.35 (BANGOR FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

(T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 190° 3.5 NM to fld. 1731/17W. **HIWAS.**

VOR/DME unusable 120°–130° below 6500′; 160°–180° below 6000′; 295°–305° below 6000′.



BLNAP N43°32.20′ W71°32.22′ NOTAM FILE LCI. **NEW YORK**

NDB (MHW/LOM) 328 LC 083° 5.6 NM to Laconia Muni. **L–32H**

BOIRE FLD (See NASHUA)

BRISTOL

NEWFOUND VALLEY (2N2) 1 W UTC−5(−4DT) N43°35.52′ W71°45.09′ **NEW YORK**

510 NOTAM FILE BGR

RWY 03–21: H1900X40 (ASPH)

RWY 03: Tree. **RWY 21:** Tree.

AIRPORT REMARKS: Unattended. Rwy plowed Dec thru Mar—Call arpt manager in winter for current conditions 603–744–8334.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CHERN N42°49.40′ W71°36.13′ NOTAM FILE ASH. **NEW YORK**

NDB (MHW/LOM) 359 AS 139° 4.6 NM to Boire Fld. **L–32H, 33C, 34J**

APP CRS	Rwy ldg	5200
191°	TDZE	1161
	Apt Elev	1161

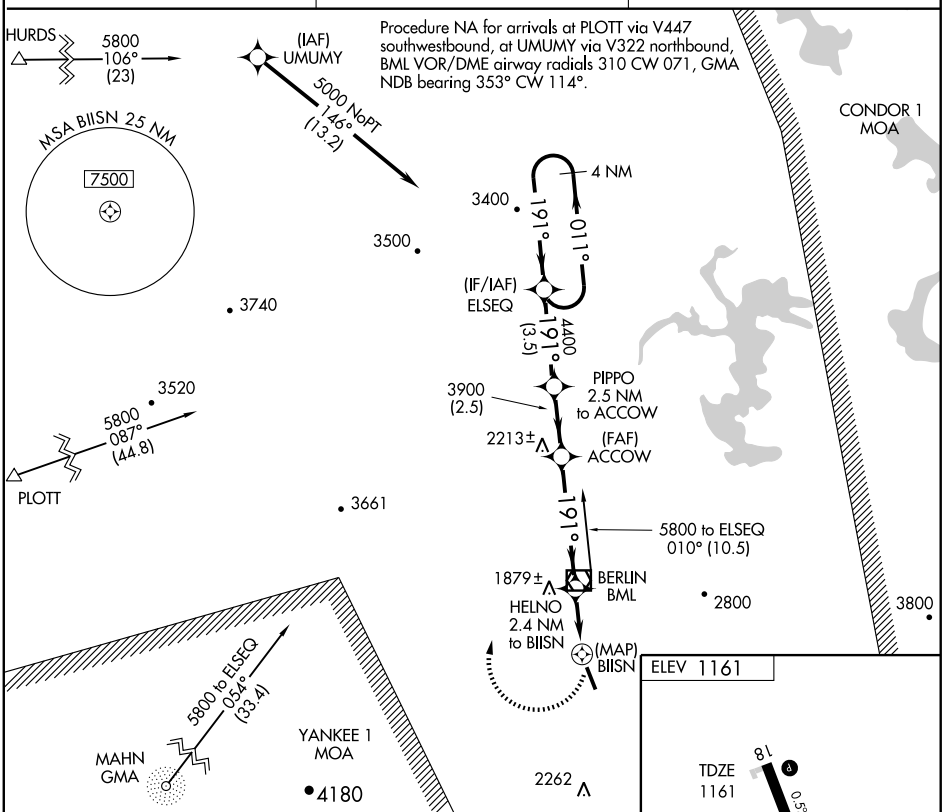
RNAV (GPS) RWY 18
BERLIN RGNL (BML)

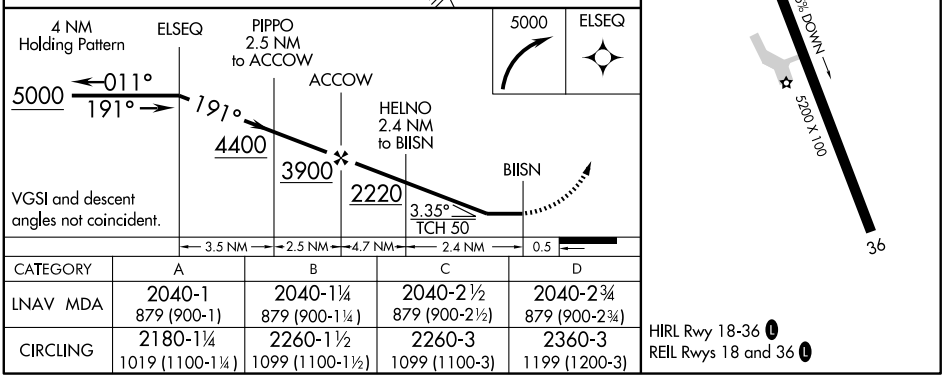
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010

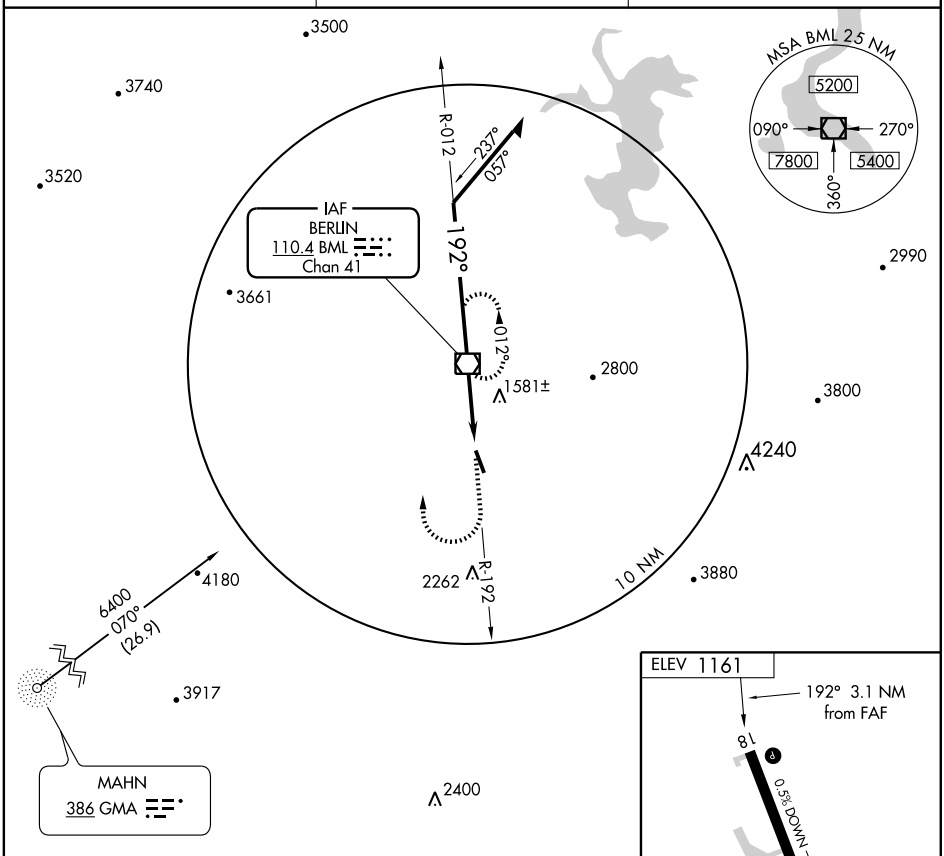
NE-1, 21 OCT 2010 to 18 NOV 2010

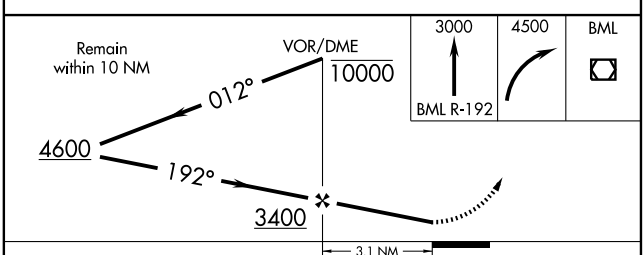
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy ldg N/A TDZE N/A Apt Elev 1161

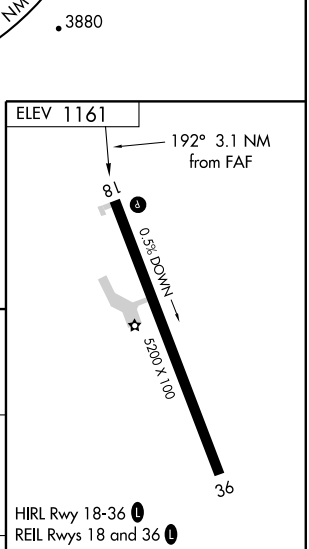
VOR-B
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1099 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

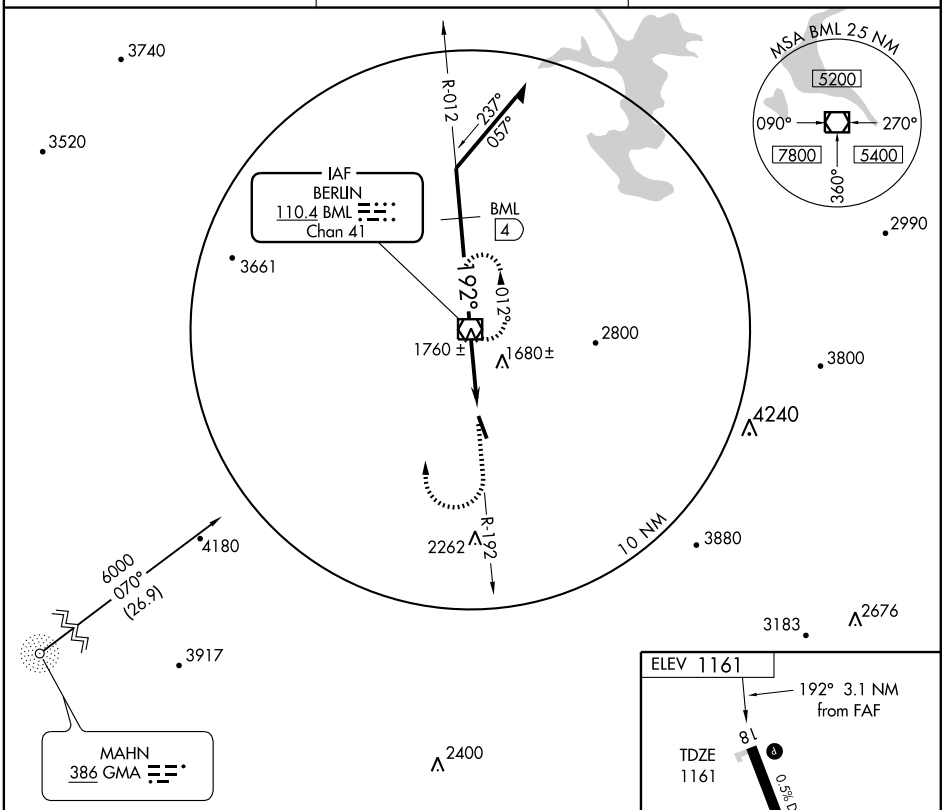
NE-1, 21 OCT 2010 to 18 NOV 2010

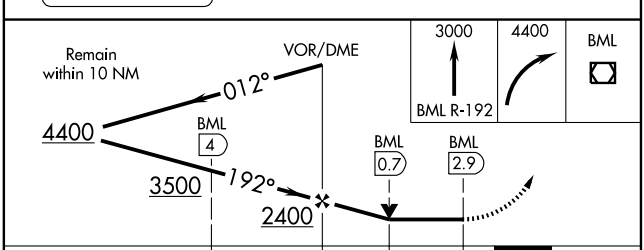
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy ldg 5200 TDZE 1161 Apt Elev 1161

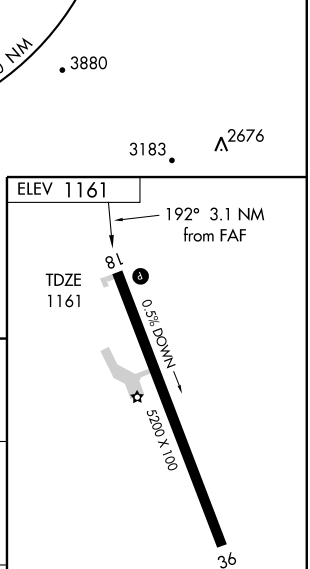
VOR/DME RWY 18
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1940-1 779 (800-1)	1940-1¼ 779 (800-1¼)	1940-2¼ 779 (800-2¼)	1940-2½ 779 (800-2½)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

CLAREMONT MUNI (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′

NEW YORK
L–32G
IAP

545 B S2 **FUEL** 100LL NOTAM FILE BGR

RWY 11–29: H3100X100 (ASPH) S–30 MIRL 0.3% up E

RWY 11: Thld dsplcd 1055′. Trees.

RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.

AIRPORT REMARKS: Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.4 (BANGOR RADIO)

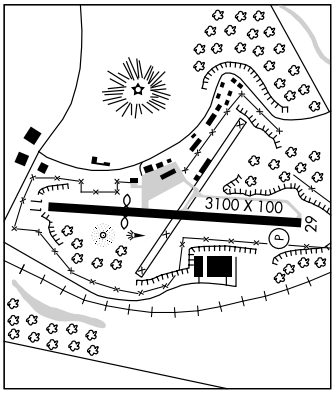
BOSTON CENTER APP/DEP CON 134.7 **CLNC DEL** 122.4 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.

NDB (MHW) 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.

Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.



COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′

MONTREAL

1010 NOTAM FILE BGR

RWY 04–22: 2450X75 (TURF)

RWY 04: Thld dsplcd 300′. Trees. **RWY 22:** Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CONCORD MUNI (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′

NEW YORK
H–11D, 12K, L–32H
IAP

342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON

RWY 17–35: H6005X100 (ASPH) S–43, D–60 HIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 12–30: H3200X75 (ASPH) S–30 MIRL

RWY 12: Trees. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.3 122.2 (BANGOR RADIO)

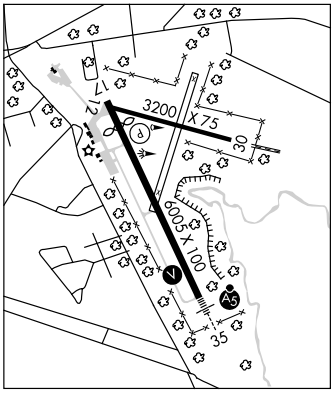
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

(L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS.** VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′

EPSOM NDB (MHW/LOM) 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.

ILS 108.7 I–CON Rwy 35. LOM EPSOM NDB.



DEAN MEM (See HAVERHILL)

APP CRS	Rwy ldg	3100
289°	TDZE	544
	Apt Elev	545

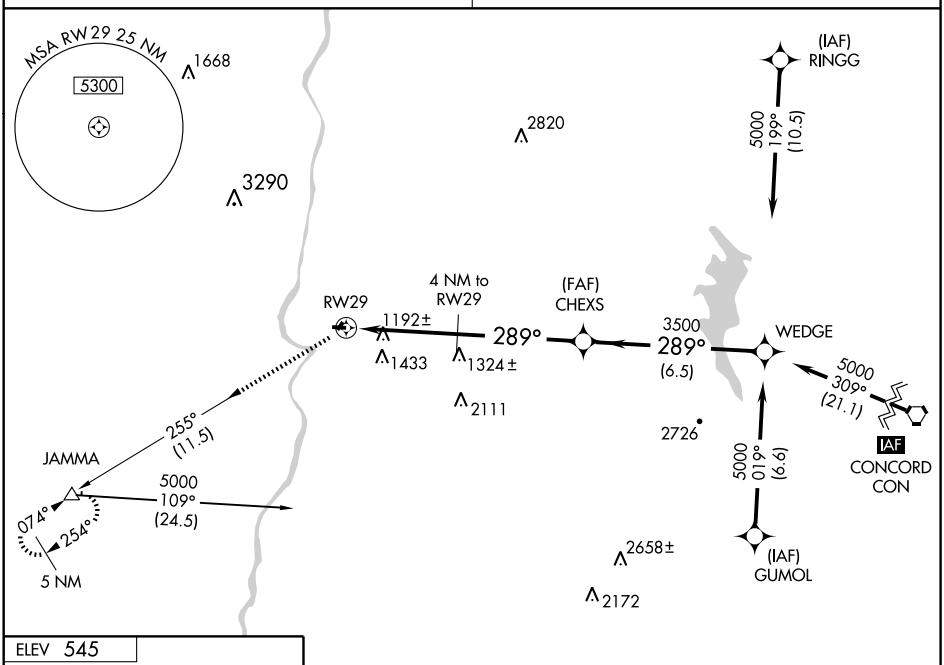
GPS RWY 29
CLAREMONT MUNI (CNH)

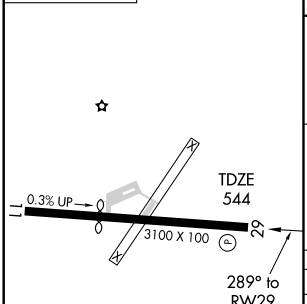
T
NA

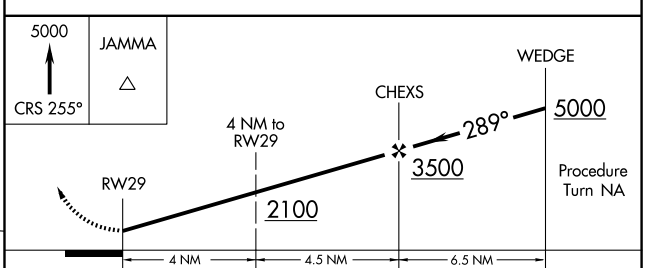
IAF ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

BOSTON CENTER	UNICOM
134.7 381.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-29	1560-1¼ 1016 (1100-1¼)	1560-1½ 1016 (1100-1½)	NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1600-1½ 1055 (1100-1½)	NA	
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1580-1¼ 1036 (1100-1¼)	1580-1½ 1036 (1100-1½)	NA	
CIRCLING	1580-1¼ 1035 (1100-1¼)	1620-1½ 1075 (1100-1½)	NA	

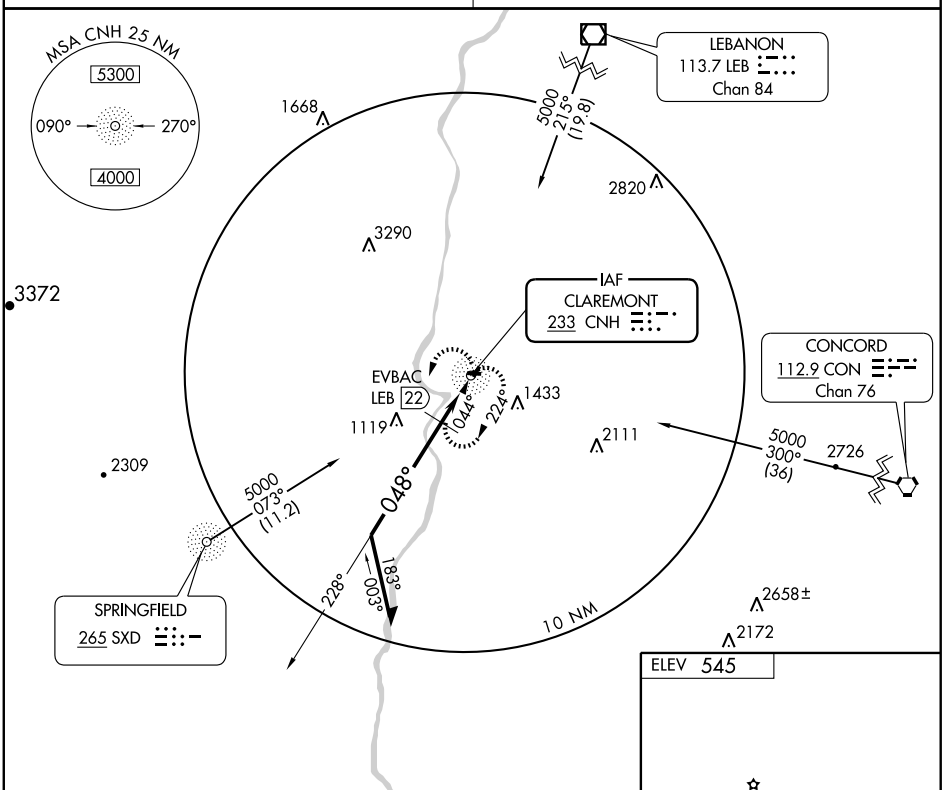
REIL Rwy 29 L
MIRL Rwy 11-29 L

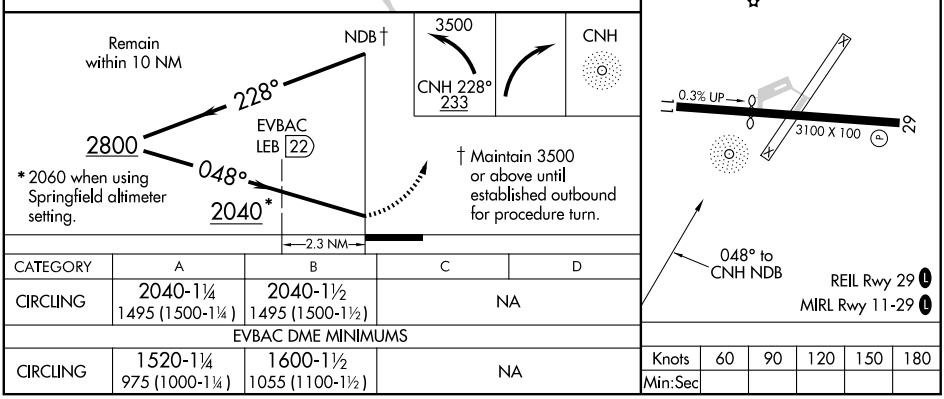
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB CNH 233	APP CRS 048°	Rwy ldg N/A TDZE N/A Apt Elev 545

NDB-A
CLAREMONT MUNI (CNH)

▼ ▲ NA — Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.
BOSTON CENTER **134.7 381.4**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1495 (1500-1¼)	2040-1½ 1495 (1500-1½)	NA	
EVBAC DME MINIMUMS				
CIRCLING	1520-1¼ 975 (1000-1¼)	1600-1½ 1055 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-1, 21 OCT 2010 to 18 NOV 2010

CLAREMONT MUNI (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′

NEW YORK
L–32G
IAP

545 B S2 **FUEL** 100LL NOTAM FILE BGR

RWY 11–29: H3100X100 (ASPH) S–30 MIRL 0.3% up E

RWY 11: Thld dsplcd 1055′. Trees.

RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.

AIRPORT REMARKS: Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.4 (BANGOR RADIO)

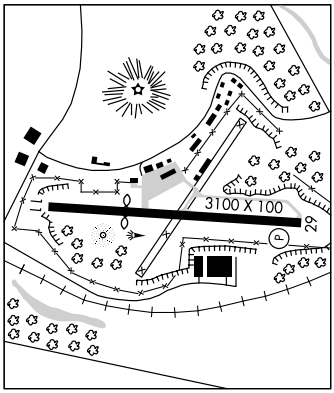
BOSTON CENTER APP/DEP CON 134.7 **CLNC DEL** 122.4 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.

NDB (MHW) 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.

Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.



COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′

MONTREAL

1010 NOTAM FILE BGR

RWY 04–22: 2450X75 (TURF)

RWY 04: Thld dsplcd 300′. Trees. **RWY 22:** Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CONCORD MUNI (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′

NEW YORK
H–11D, 12K, L–32H
IAP

342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON

RWY 17–35: H6005X100 (ASPH) S–43, D–60 HIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 12–30: H3200X75 (ASPH) S–30 MIRL

RWY 12: Trees. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.3 122.2 (BANGOR RADIO)

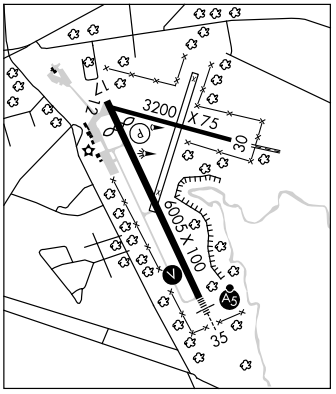
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

(L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS.** VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′

EPSOM NDB (MHW/LOM) 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.

ILS 108.7 I–CON Rwy 35. LOM EPSOM NDB.



DEAN MEM (See HAVERHILL)

LOC I-CON	APP CRS	Rwy ldg	6005
108.7	351°	TDZE	336
		Apt Elev	346

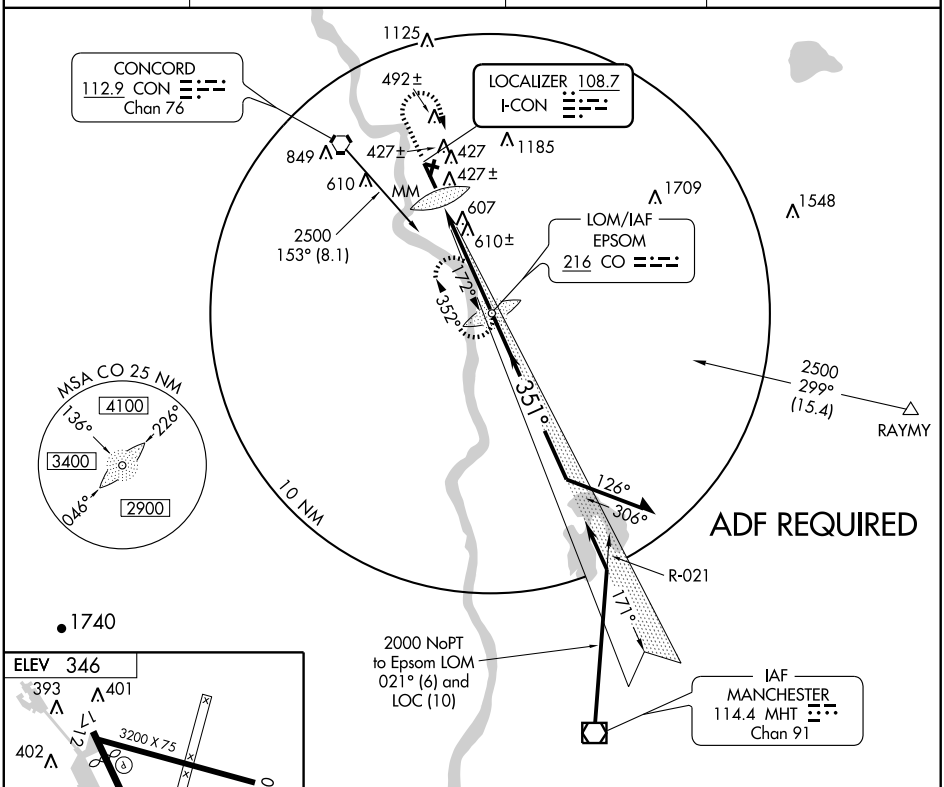
ILS RWY 35
CONCORD MUNI (CON)

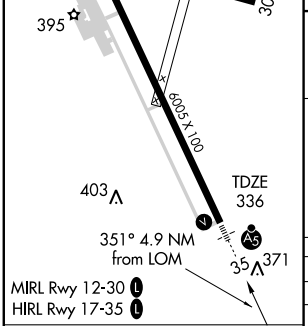
T A NA — Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.

MALSR A5

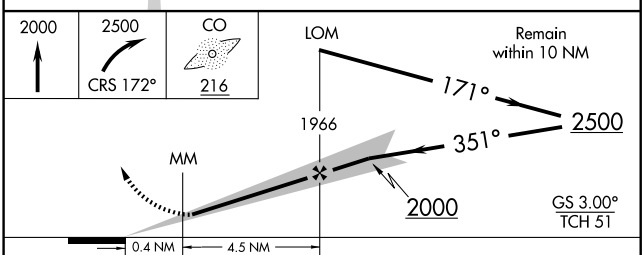
MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 35	586-1 250 (300-1)			
S-LOC 35	860-1 524 (600-1)			860-1¼ 524 (600-1¼)
CIRCLING	920-1 574 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1100-2½ 754 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

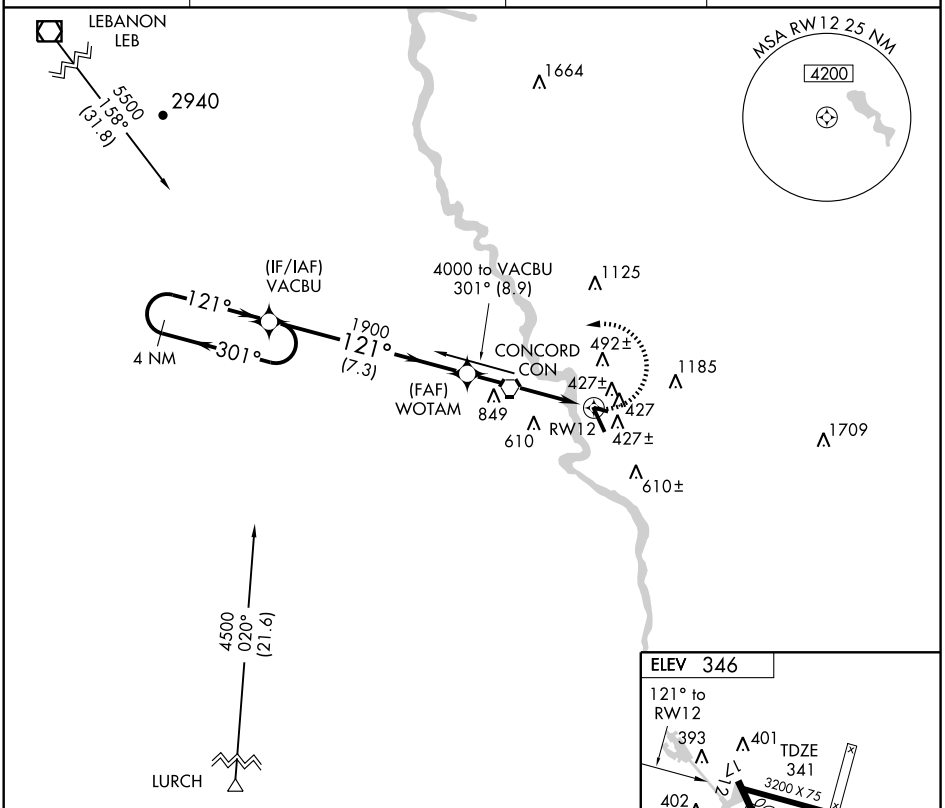
RNAV (GPS) RWY 12
CONCORD MUNI (CON)

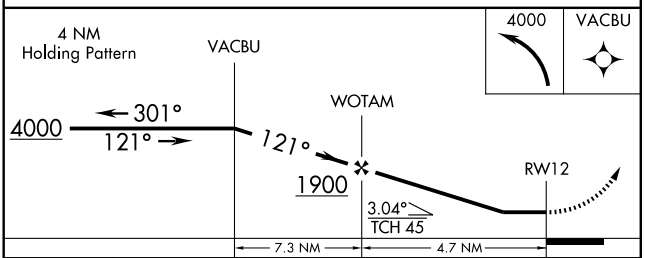
APP CRS	Rwy ldg	3200
121°	TDZE	341
	Apt Elev	346

Straight-in/circling Rwy 12 NA at night. Circling to Rwy 17 and 30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 819 (900-1)	1160-1¼ 819 (900-1¼)	1160-2½ 819 (900-2½)	1160-2¾ 819 (900-2¾)
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

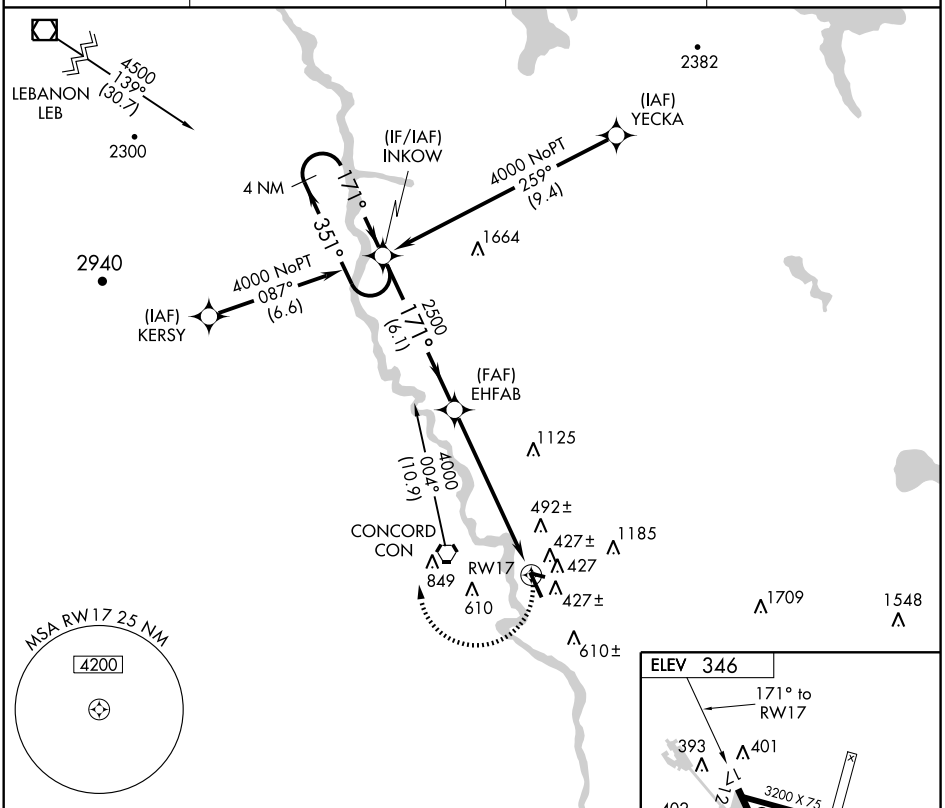
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

APP CRS	Rwy ldg	5364
171°	TDZE	340
	Apt Elev	346

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 680 (700-1)		1020-2 680 (700-2)	1020-2¼ 680 (700-2¼)
CIRCLING	1020-1 674 (700-1)		1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6005
Ch **90112**	**351°**	TDZE	**336**
W35A		Apt Elev	**346**

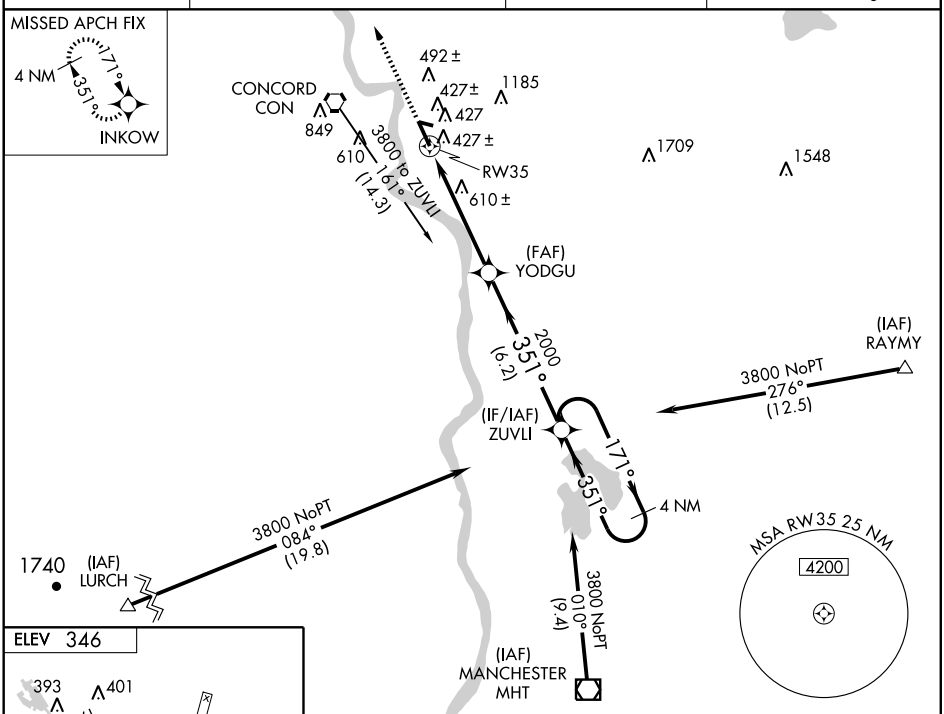
RNAV (GPS) RWY 35
CONCORD MUNI (CON)

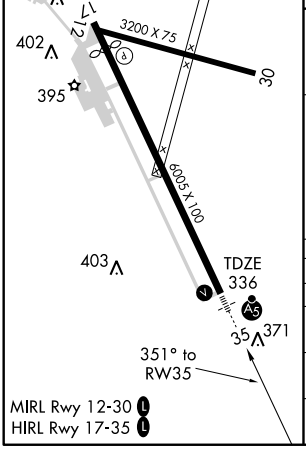
DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.

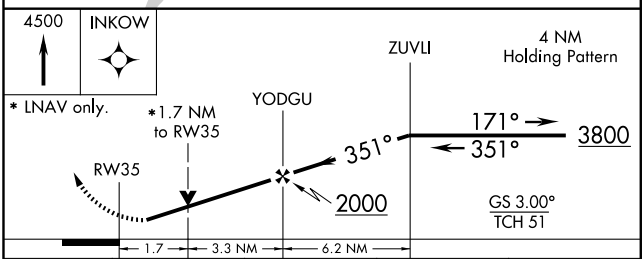
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	**127.35 269.075**	**133.65**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	590-¾ 254 (300-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	940-¾ 604 (600-¾)		940-1¼ 604 (600-1¼)	940-1½ 604 (600-1½)
CIRCLING	940-1 594 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010

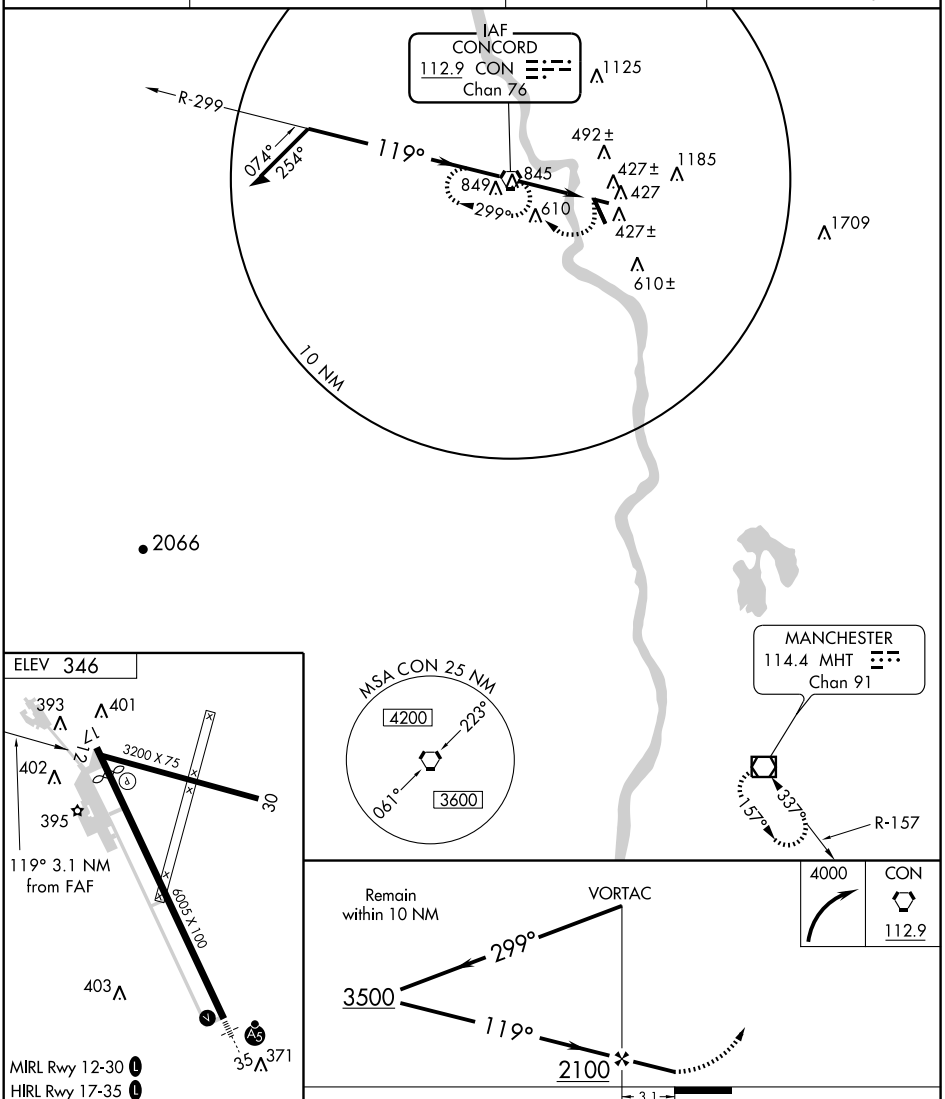
VOR-A
CONCORD MUNI (CON)

VORTAC CON	APP CRS	Rwy ldg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	346

Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

HAVERHILL

DEAN MEM (5B9) 3 NE UTC−5(−4DT) N44°04.81′ W72°00.47′ **MONTREAL**

582 **FUEL** 100LL NOTAM FILE BGR **L–32H**

RWY 01–19: H2511X58 (ASPH) S–8.5 LIRL (NSTD) 1.4% up S **IAP**

RWY 01: Thld dsplcd 185′. Tree. **RWY 19:** Pole.

AIRPORT REMARKS: Attended irregularly. For winter conditions call 603–787–6256 or 603–989–5845 24 hours before use. Rwy 19 38 ft building 100 ft left 300 ft from rwy end. Rwy 01–19 NSTD LIRL; first 185 ft Rwy 01 not lgtd. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.

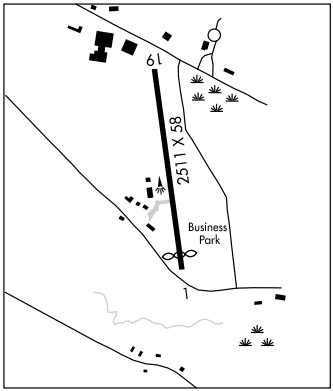
COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 107° 19.1 NM to fld. 2080/16W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 1–866–295–3835.



HAWTHORNE–FEATHER AIRPARK (See HILLSBORO)

HILLSBORO

HAWTHORNE–FEATHER AIRPARK (8B1) 3 S UTC−5(−4DT) N43°04.00′ W71°53.97′ **NEW YORK**

600 B **FUEL** 100LL NOTAM FILE BGR **L–32H, 33B**

RWY 02–20: H3260X75 (ASPH) S–8 MIRL

RWY 02: Road. **RWY 20:** Trees. Rgt tfc.

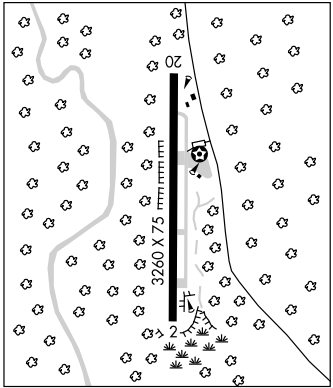
AIRPORT REMARKS: Unattended. Prior to using arpt call 603–588–6868 for arpt conditions. Self serve fuel avbl 24 hrs by credit card system. Rwy surface uneven with large open cracks. ACTIVATE Rotating beacon, MIRL Rwy 02–20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 252° 16.9 NM to fld. 715/15W. **HIWAS**

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



APP CRS	Rwy ldg	2511
188°	TDZE	582
	Apt Elev	582

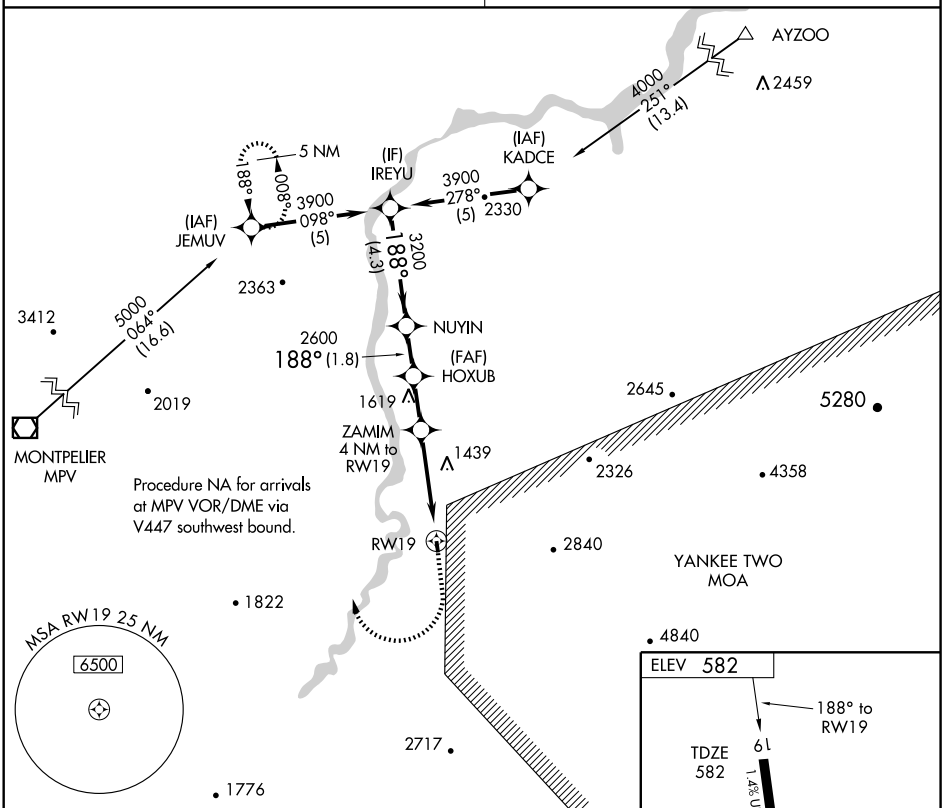
RNAV (GPS) RWY 19
HAVERHILL/DEAN MEMORIAL (5B9)

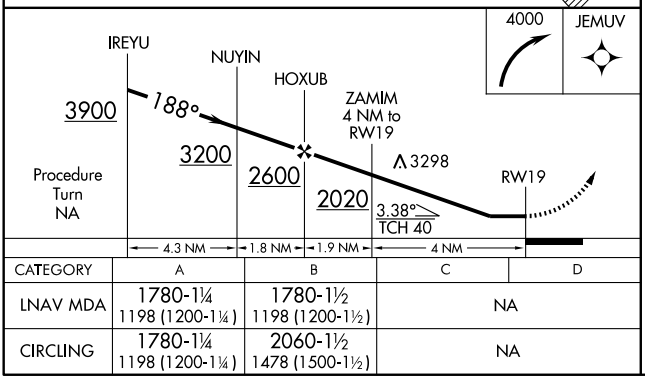
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

NA

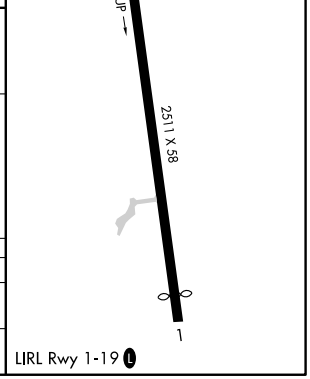
MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS	UNICOM
118.65	122.8 (CTAF) L





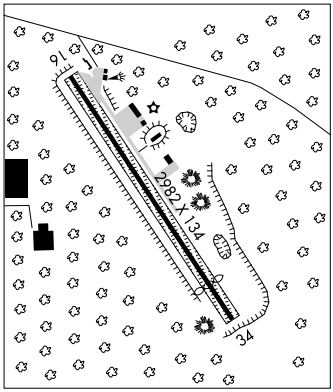
CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 1198 (1200-1¼)	1780-1½ 1198 (1200-1½)	NA	
CIRCLING	1780-1¼ 1198 (1200-1¼)	2060-1½ 1478 (1500-1½)	NA	



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

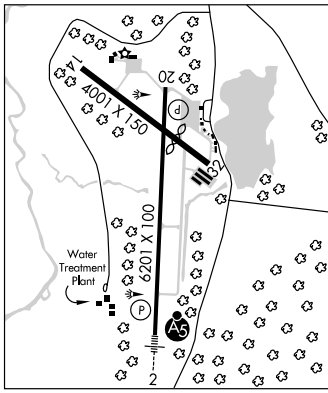
JAFFREY ARPT-SILVER RANCH (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
RWY 16–34: H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
RWY 16: Tree. **RWY 34:** Thld dsplcd 582′. Ground.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



KEENE N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
(L) VORTAC 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
RCO 122.1R 109.4T (BANGOR RADIO)

KEENE

DILLANT–HOPKINS (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
RWY 02–20: H6201X100 (ASPH) D–60 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 14–32: H4001X150 (ASPH) S–25 MIRL 0.3% up SE
RWY 14: Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
WEATHER DATA SOURCES: AWOS–3 119.025 (603) 358–6424.
COMMUNICATIONS: CTAF/UNICOM 123.0
KEENE RCO 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.
KEENE (L) VORTAC 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
ILS 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 121.6



VOR/DME GDM	APP CRS	Rwy ldg	N/A
110.6	023°	TDZE	N/A
Chan 43		Apt Elev	1040

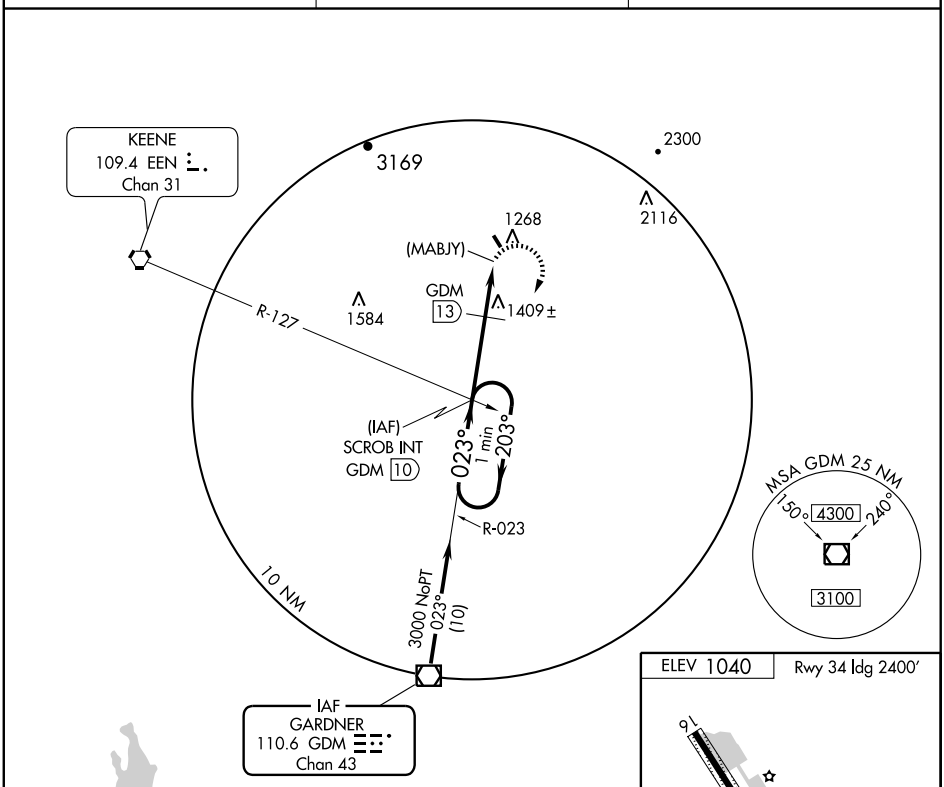
VOR or GPS-A

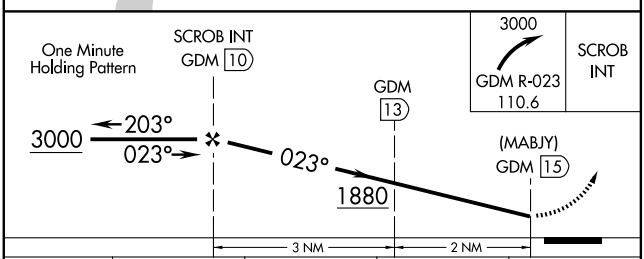
JAFFREY AIRPORT-SILVER RANCH (AFN)

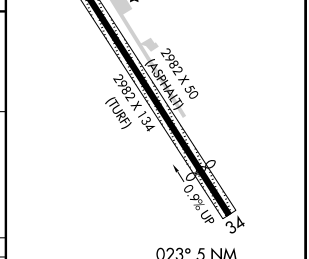
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1880-1 840 (900-1)	1880-1¼ 840 (900-1¼)	NA	
DME MINIMUMS				
CIRCLING	1720-1 680 (700-1)		NA	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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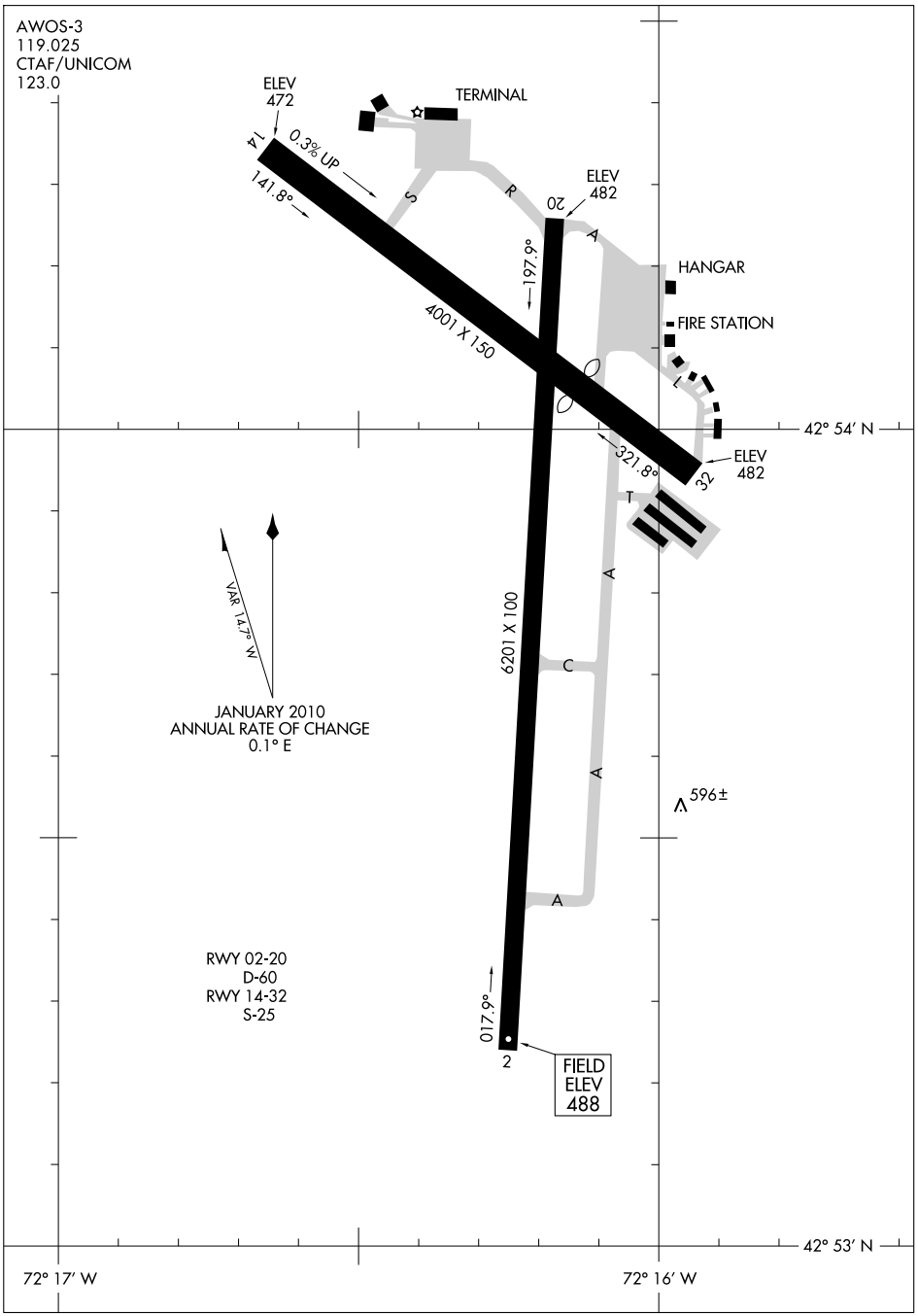
AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE



NE-1, 21 OCT 2010 to 18 NOV 2010

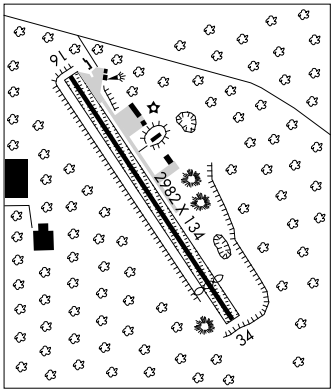
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KEENE, NEW HAMPSHIRE
KEENE / DILLANT-HOPKINS (EEN)

10210

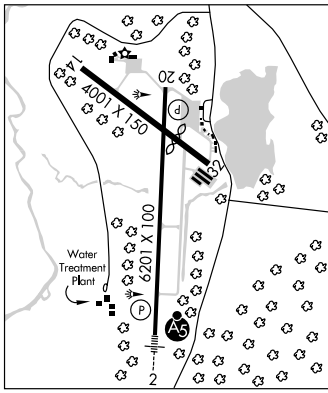
JAFFREY ARPT-SILVER RANCH (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
RWY 16–34: H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
RWY 16: Tree. **RWY 34:** Thld dsplcd 582′. Ground.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



KEENE N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
(L) VORTAC 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
RCO 122.1R 109.4T (BANGOR RADIO)

KEENE

DILLANT–HOPKINS (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
RWY 02–20: H6201X100 (ASPH) D–60 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 14–32: H4001X150 (ASPH) S–25 MIRL 0.3% up SE
RWY 14: Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
WEATHER DATA SOURCES: AWOS–3 119.025 (603) 358–6424.
COMMUNICATIONS: CTAF/UNICOM 123.0
KEENE RCO 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.
KEENE (L) VORTAC 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
ILS 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 121.6



LOC I-EEN	APP CRS	Rwy ldg	6201
108.9	018°	TDZE	488
		Apt Elev	488

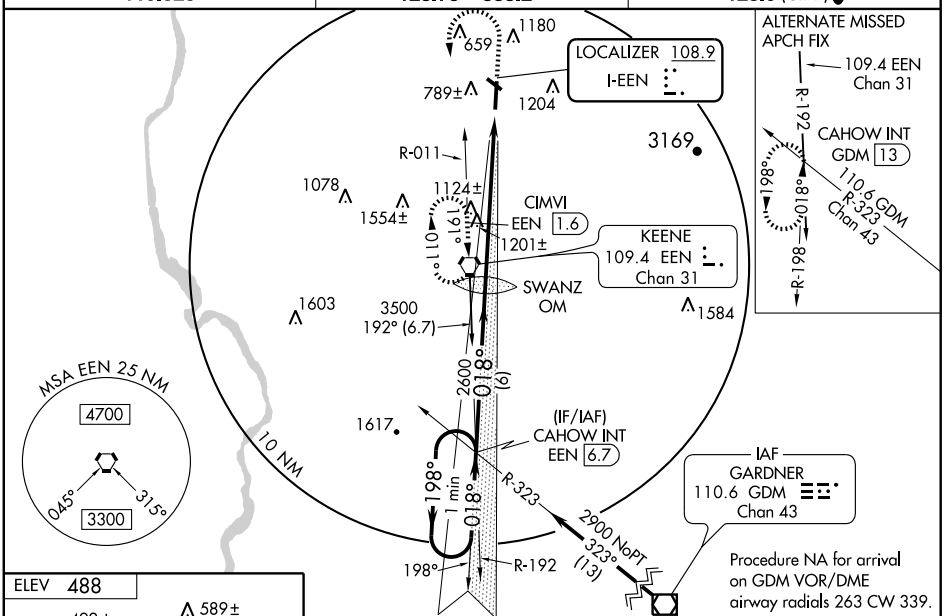
ILS or LOC RWY 2
KEENE/DILLANT-HOPKINS (EEN)

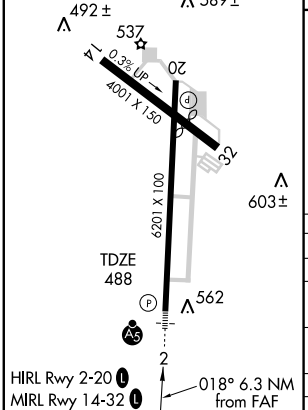
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase CIMVI FIX minimums S-LOC Cats C and D visibility ¼ mile. For inoperative MALSR when using Orange altimeter setting, increase S-ILS all Cats visibility to 1½ mile, and increase S-LOC Cat B visibility to 1½ mile. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½ mile. CIMVI FIX minimums inoperative table does not apply to S-LOC Cat A. For inoperative MALSR when using CIMVI FIX minimums, increase S-LOC Cat B visibility to 1¼ mile. For CIMVI FIX minimums, for inoperative MALSR when using Orange altimeter setting, increase S-LOC Cat B visibility to 1¼ mile.

MALSR A5

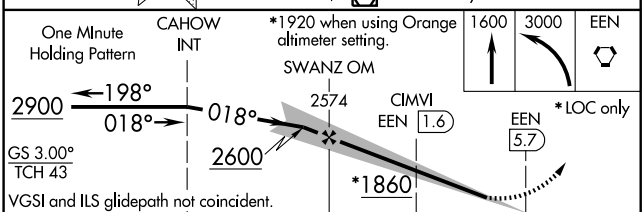
MISSED APPROACH: Climb to 1600 then climbing left turn turn to 3000 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 2	859-1 371 (400-1)			
S-LOC 2	1860-1¼ 1372 (1400-1¼)		1860-2½ 1372 (1400-2½)	
CIRCLING	1860-1¼ 1372 (1400-1¼)	1860-1½ 1372 (1400-1½)	1860-3 1372 (1400-3)	
CIMVI FIX MINIMUMS				
S-LOC 2	1260-1 772 (800-1)		1260-1¾ 772 (800-1¾)	1260-2 772 (800-2)
CIRCLING	1380-1¼ 892 (900-1¼)	1500-1½ 1012 (1100-1½)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

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WAAS CH 65708 W02A	APP CRS 018°	Rwy ldg 6201 TDZE 488 Apt Elev 488

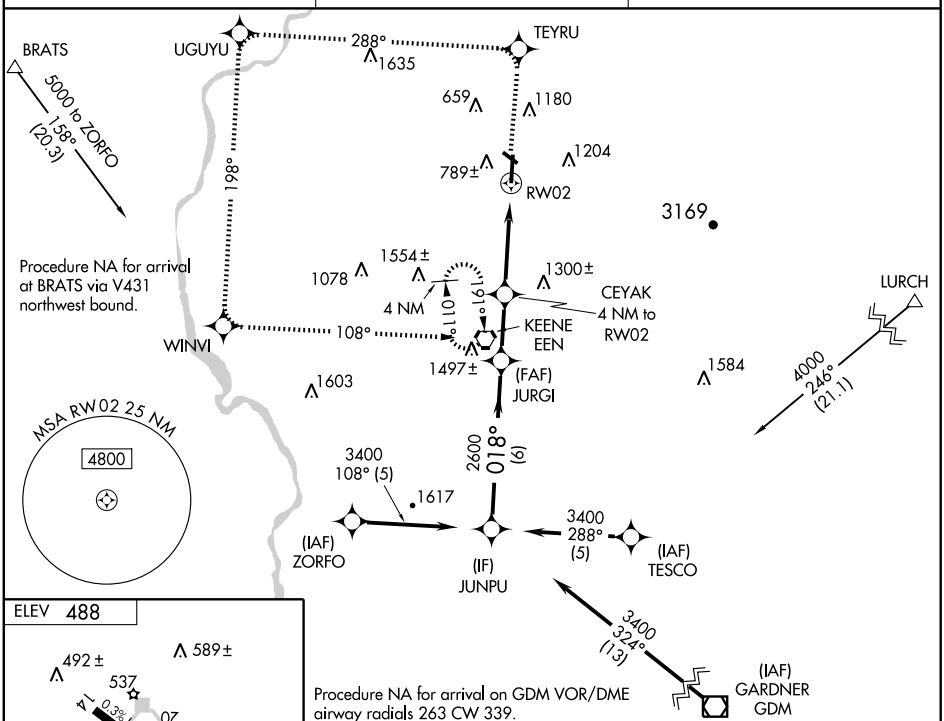
RNAV (GPS) RWY 2
KEENE/DILLANT-HOPKINS (EEN)

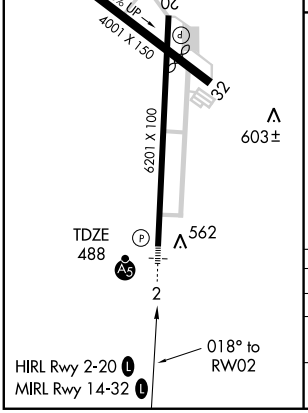
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALSR, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

MALSR

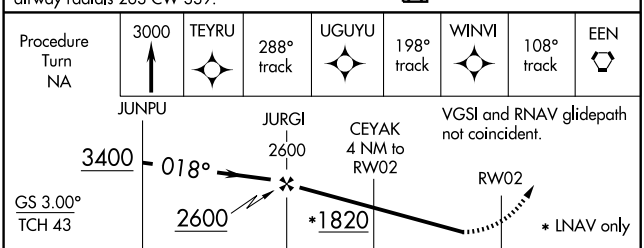
MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L





Procedure Turn NA	3000	TEYRU	288° track	UGUYU	198° track	WINVI	108° track	EEN



VGSI and RNAV glidepath not coincident.

* LNAV only

CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1 892 (900-1)		1380-2¼ 892 (900-2¼)	1380-2½ 892 (900-2½)
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 2

KEENE/DILLANT-HOPKINS (EEN)

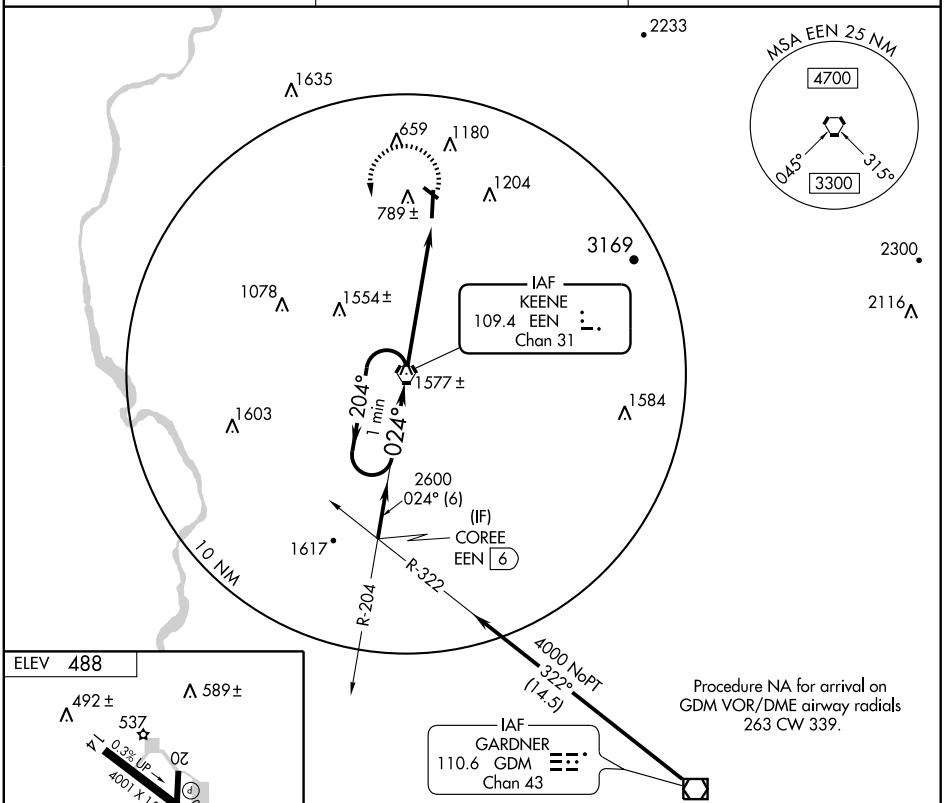
VORTAC EEN	APP CRS	Rwy ldg	6201
109.4	024°	TDZE	488
Chan 31		Apt Elev	488

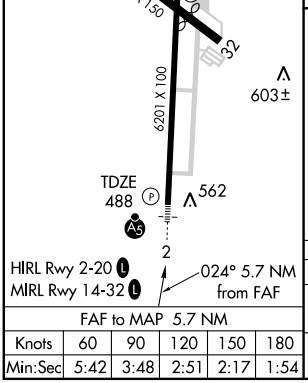
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter not received, use Orange altimeter setting and increase all MDA 60 feet

MALSR

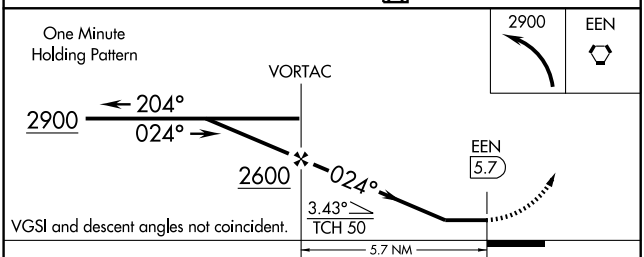
MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF)





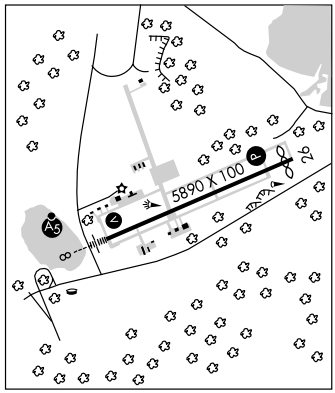
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



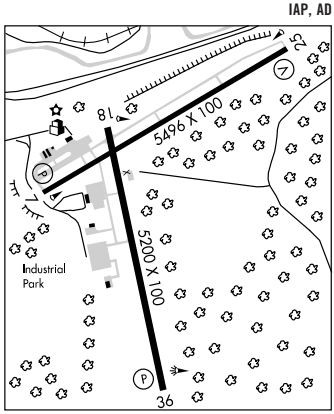
CATEGORY	A	B	C	D
S-2	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3 1612 (1700-3)	
CIRCLING	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3 1612 (1700-3)	

NE-1, 21 OCT 2010 to 18 NOV 2010

LACONIA MUNI (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
RWY 08–26: H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286
AIRPORT REMARKS: Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (603) 524–5134.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
BLNAP NDB (MHW/LOM) 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.



LEBANON MUNI (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
RWY 25: REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
RWY 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
RWY 18: REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
AIRPORT REMARKS: Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
WEATHER DATA SOURCES: ASOS 118.65 (603) 298–8780. LAWRS.
COMMUNICATIONS: CTAF 125.95 **ATIS** 118.65 **UNICOM** 122.95
RCO 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
TOWER 125.95 (1100–0300Z‡). **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
(L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
HANOVER NDB (MHW) 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld. NDB unusable byd 20 NM.
WHITE RIVER NDB (MHW) 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
COMM/NAV/WEATHER REMARKS: 121.5 not available at tower.



LOC/DME I-LCI	APP CRS	Rwy ldg	5646
108.5	084°	TDZE	545
Chan 22		Apt Elev	545

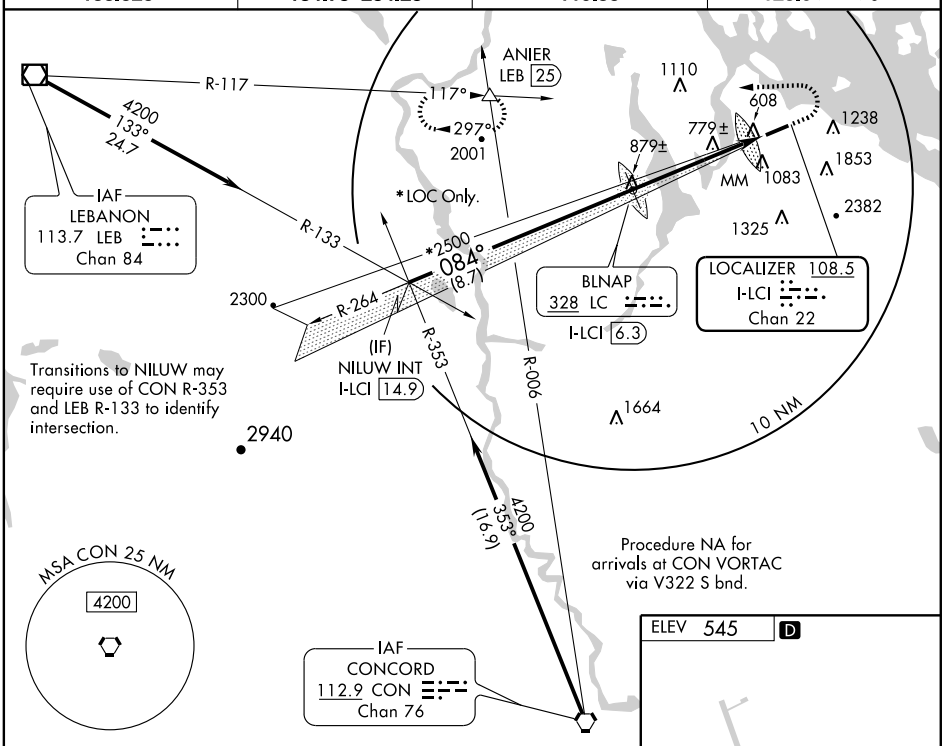
ILS or LOC RWY 8
LACONIA MUNI (LCI)

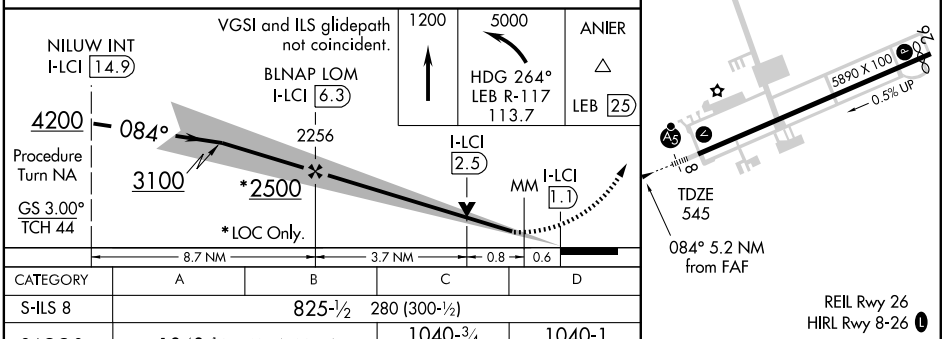
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 8	825-½ 280 (300-½)			
S-LOC 8	1040-½ 495 (500-½)		1040-¾ 495 (500-¾)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

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LOM LC	APP CRS	Rwy ldg	5646
328	083°	TDZE	545
		Apt Elev	545

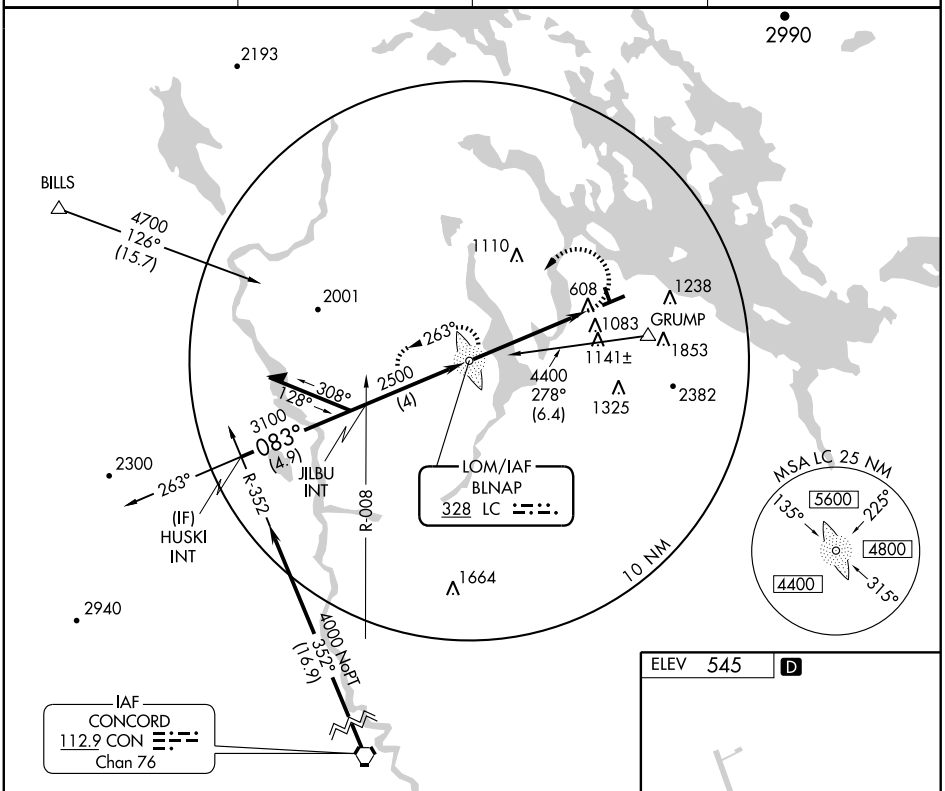
NDB RWY 8
LACONIA MUNI (LCI)

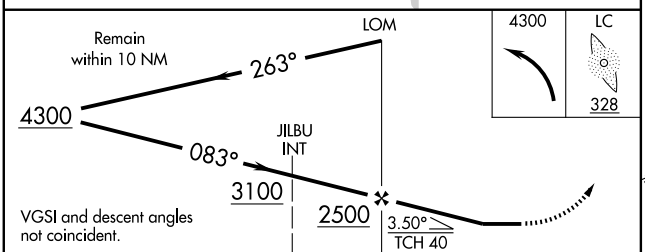
If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1¼.

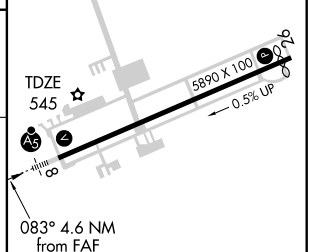
MALSR

MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-8	1460-¾ 915 (1000-¾)		1460-2¼ 915 (1000-2¼)	1460-2¾ 915 (1000-2¾)
CIRCLING	1460-1¼ 915 (1000-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

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NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 73003 W08A	APP CRS 083°	Rwy ldg 5646 TDZE 545 Apt Elev 545

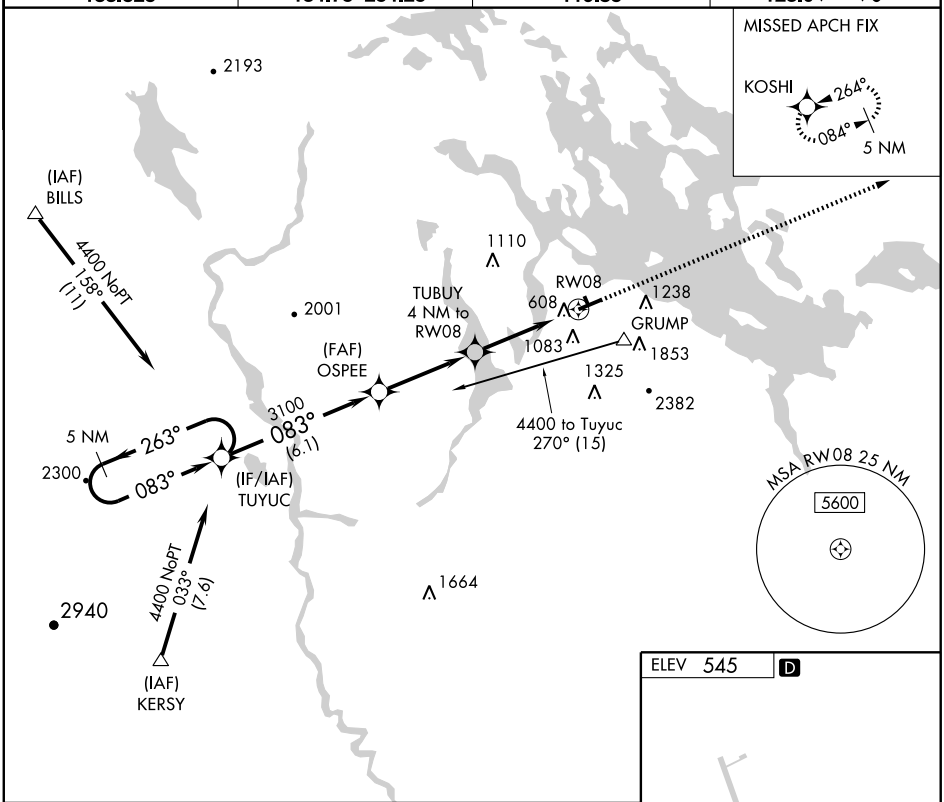
RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

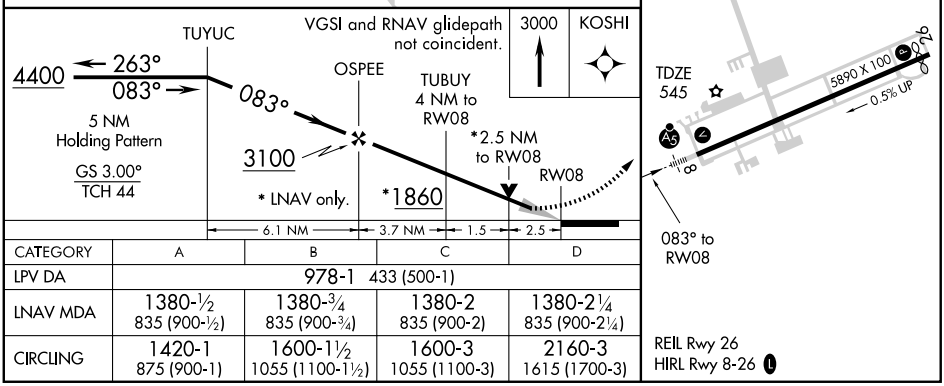
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2¼ 835 (900-2¼)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

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NE-1, 21 OCT 2010 to 18 NOV 2010

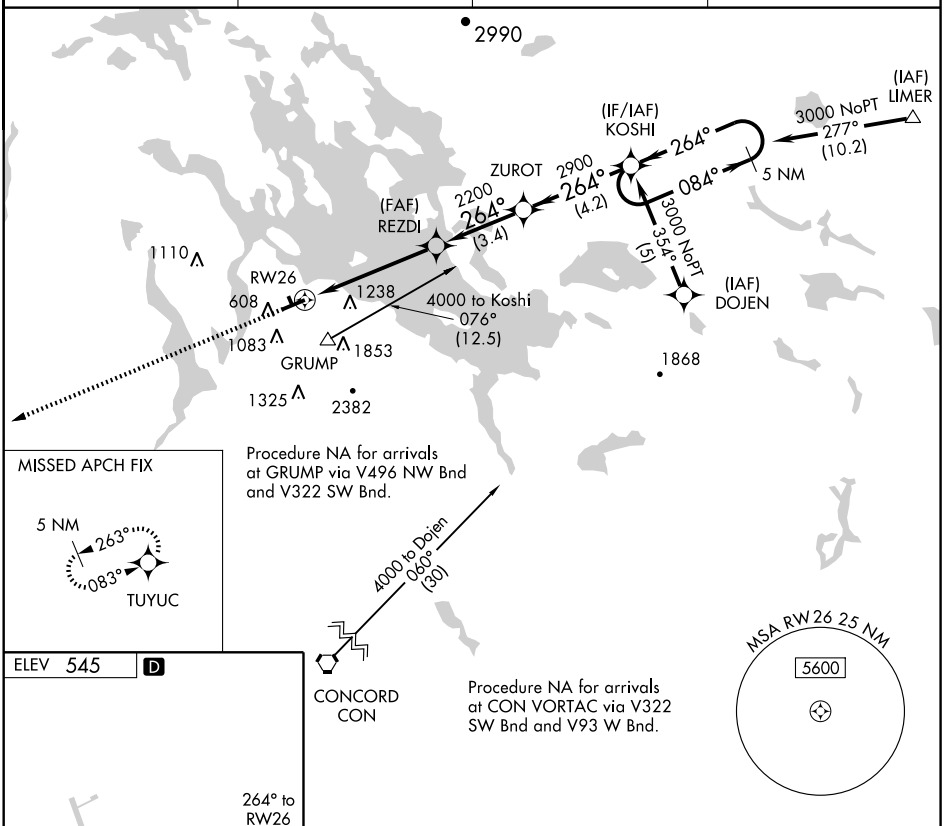
APP CRS	Rwy ldg	5286
264°	TDZE	533
	Apt Elev	545

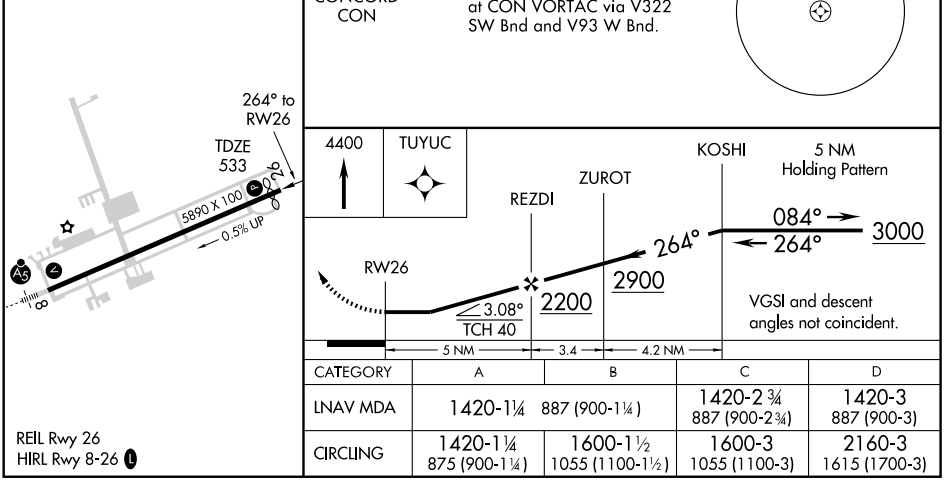
RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 887 (900-1¼)		1420-2¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

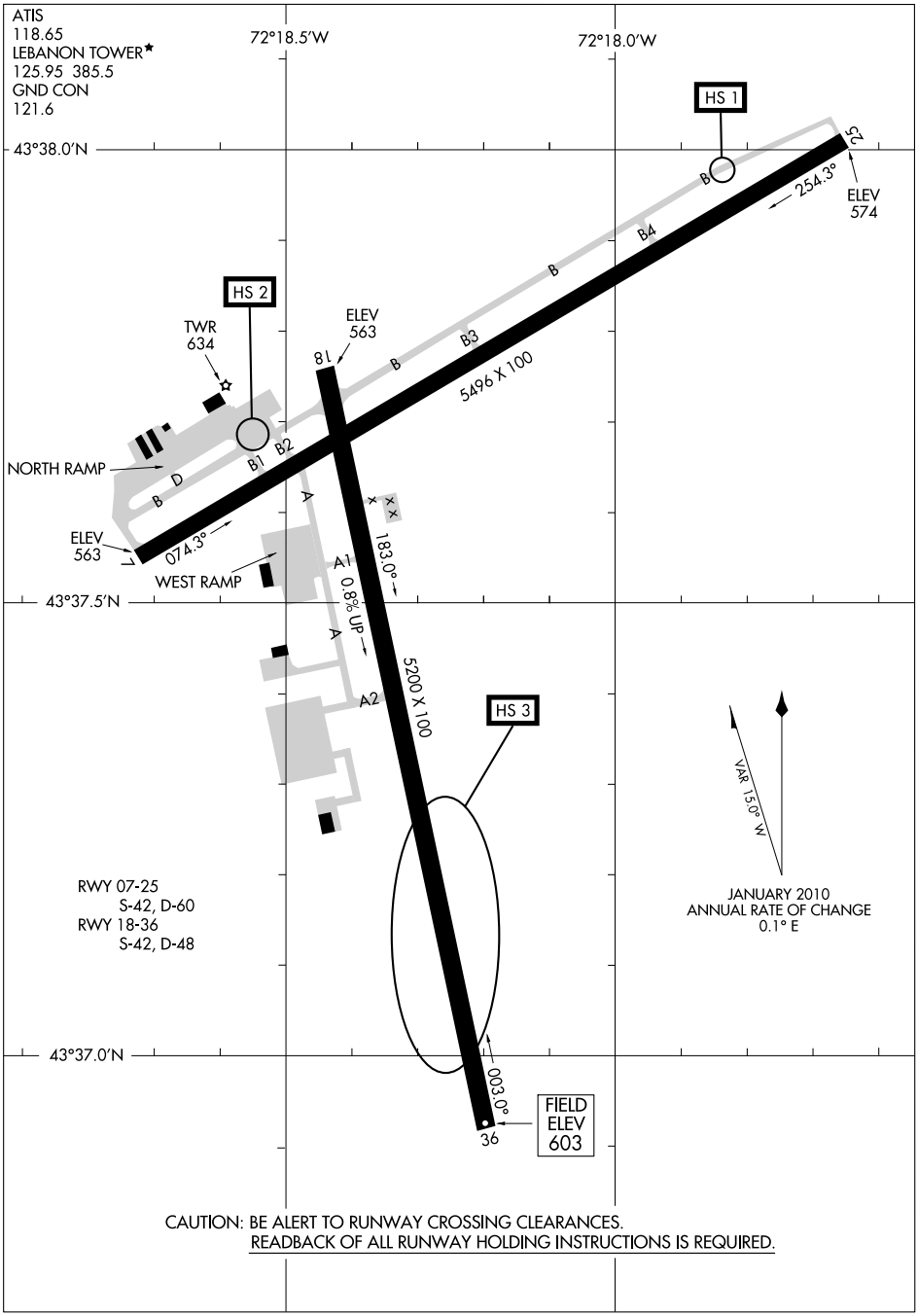
REIL Rwy 26
HIRL Rwy 8-26 L

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE



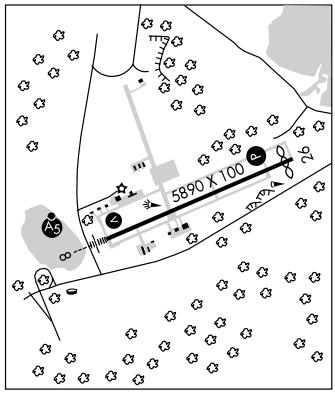
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 21 OCT 2010 to 18 NOV 2010

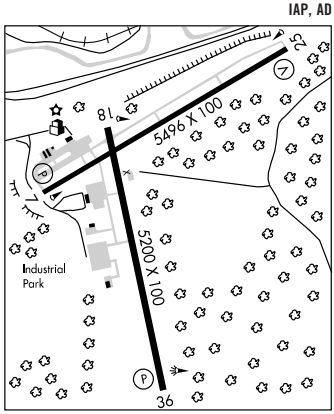
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
LEBANON, NEW HAMPSHIRE
LEBANON MUNI (LEB)
10266

LACONIA MUNI (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
RWY 08–26: H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286
AIRPORT REMARKS: Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (603) 524–5134.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
BLNAP NDB (MHW/LOM) 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.



LEBANON MUNI (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
RWY 25: REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
RWY 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
RWY 18: REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
AIRPORT REMARKS: Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
WEATHER DATA SOURCES: ASOS 118.65 (603) 298–8780. LAWRS.
COMMUNICATIONS: CTAF 125.95 **ATIS** 118.65 **UNICOM** 122.95
RCO 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
TOWER 125.95 (1100–0300Z‡). **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
(L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
HANOVER NDB (MHW) 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld. NDB unusable byd 20 NM.
WHITE RIVER NDB (MHW) 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
COMM/NAV/WEATHER REMARKS: 121.5 not available at tower.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

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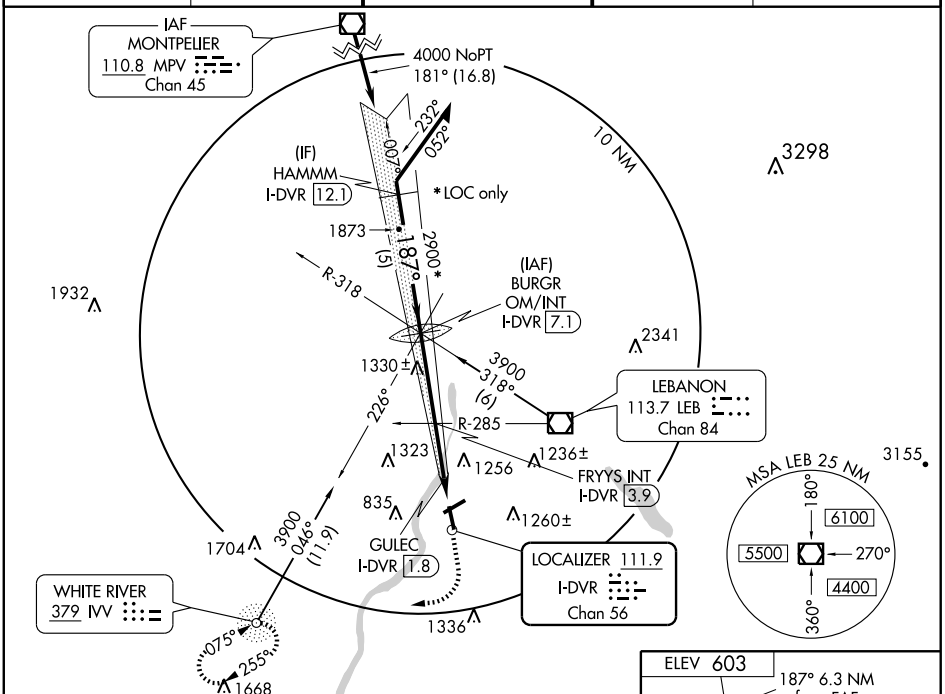
LOC/DME I-DVR	APP CRS	Rwy ldg 5200
111.9	187°	TDZE 573
Chan 56		Apt Elev 603

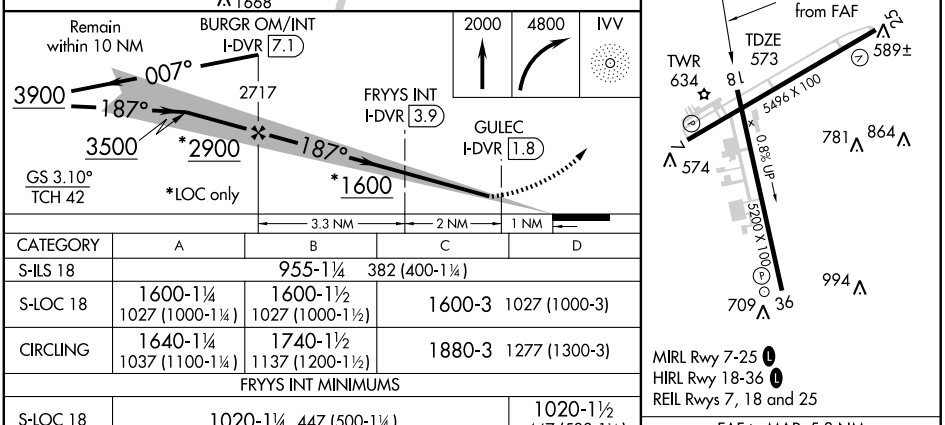
ILS or LOC RWY 18
LEBANON MUNI (LEB)

ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1600-1¼ 1027 (1000-1¼)	1600-1½ 1027 (1000-1½)	1600-3 1027 (1000-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	
FRYYS INT MINIMUMS				
S-LOC 18	1020-1¼ 447 (500-1¼)			1020-1½ 447 (500-1½)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

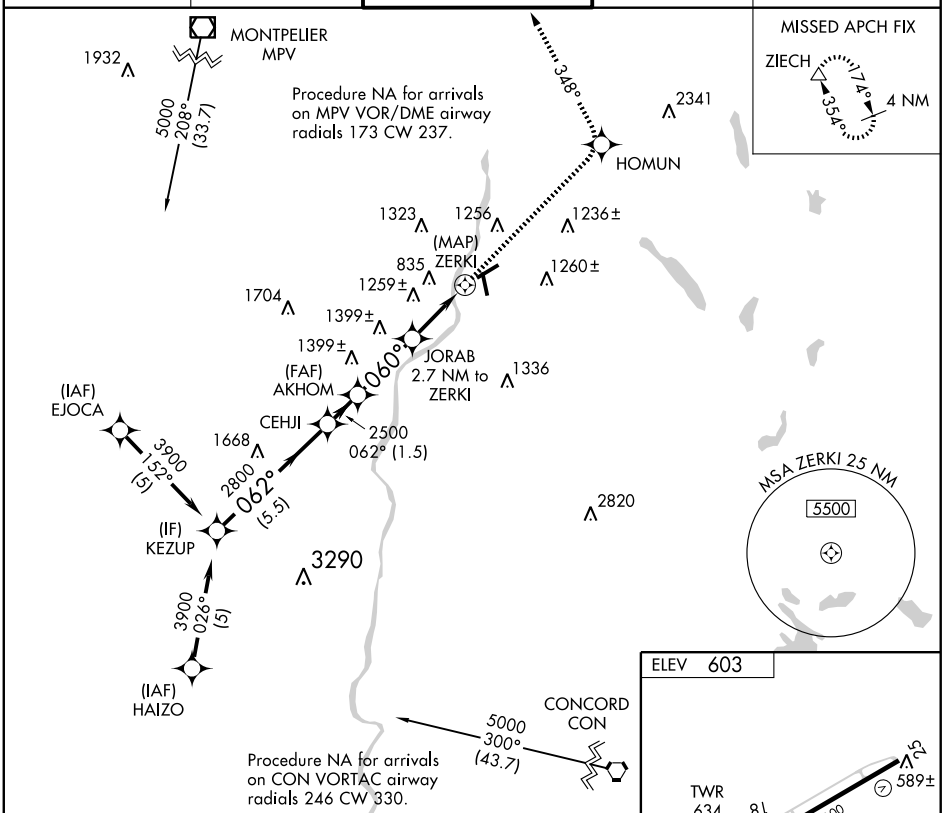
RNAV (GPS) RWY 7
LEBANON MUNI (LEB)

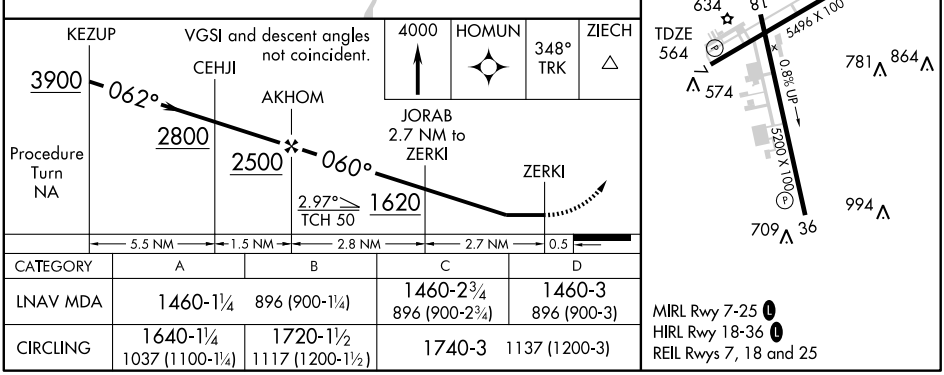
APP CRS	Rwy ldg	5496
060°	TDZE	564
	Apt Elev	603

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1460-1¼ 896 (900-1¼)		1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

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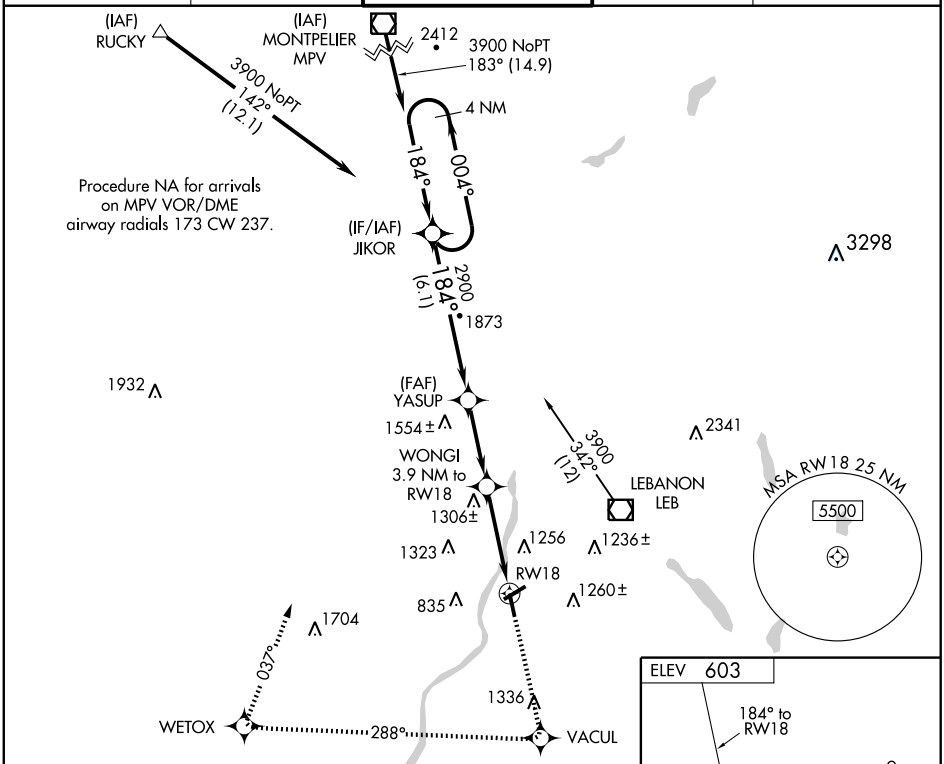
WAAS	APP CRS	Rwy ldg	5200
CH 93710	184°	TDZE	573
W18A		Apt Elev	603

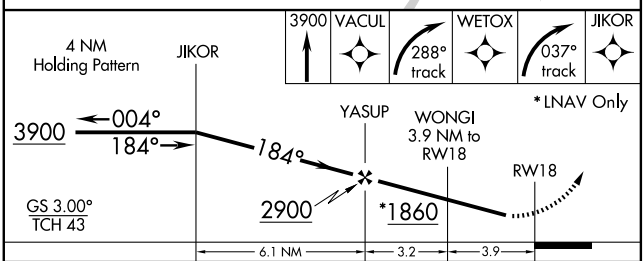
RNAV (GPS) RWY 18
LEBANON MUNI(LEB)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

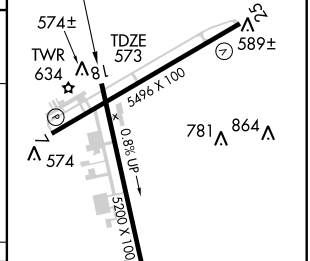
MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





* LNAV Only



CATEGORY	A	B	C	D
LPV DA	1006-1½ 443 (500-1½)			
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3 1047 (1100-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

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NE-1, 21 OCT 2010 to 18 NOV 2010

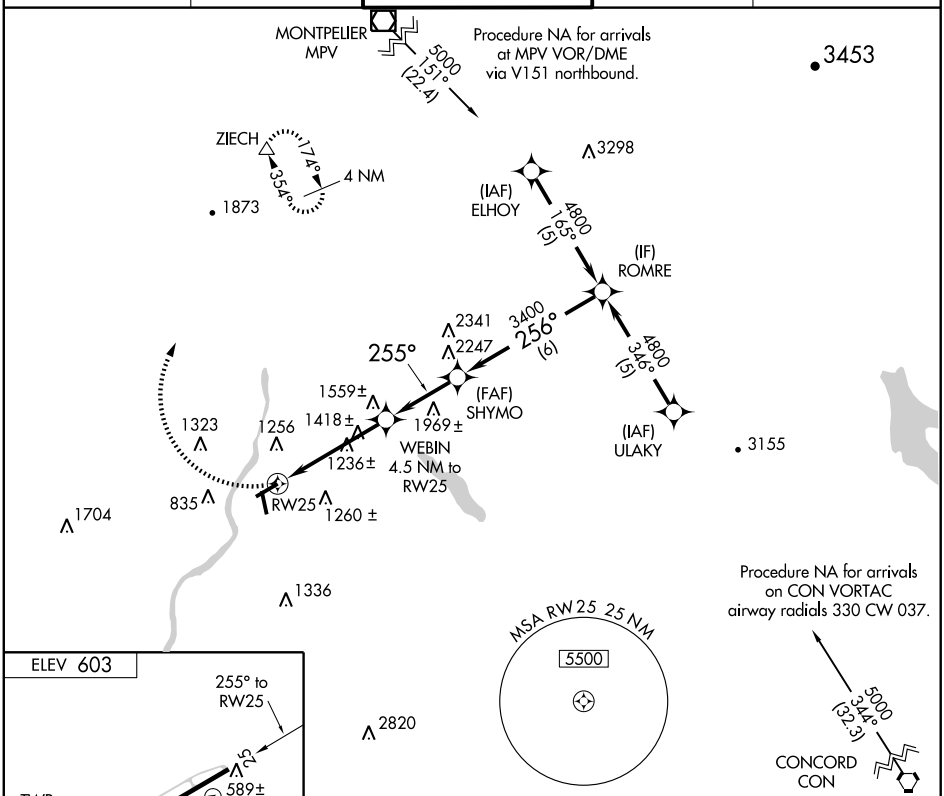
APP CRS	Rwy ldg	5496
255°	TDZE	574
	Apt Elev	603

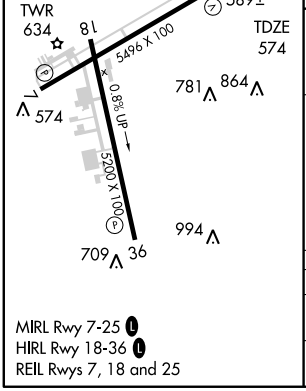
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

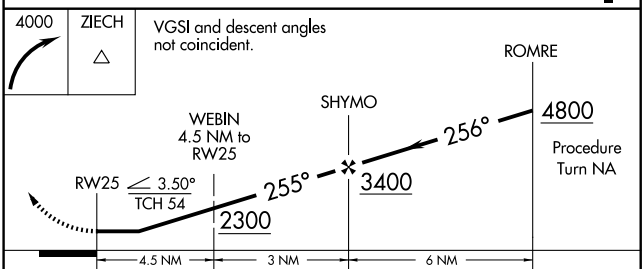
MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

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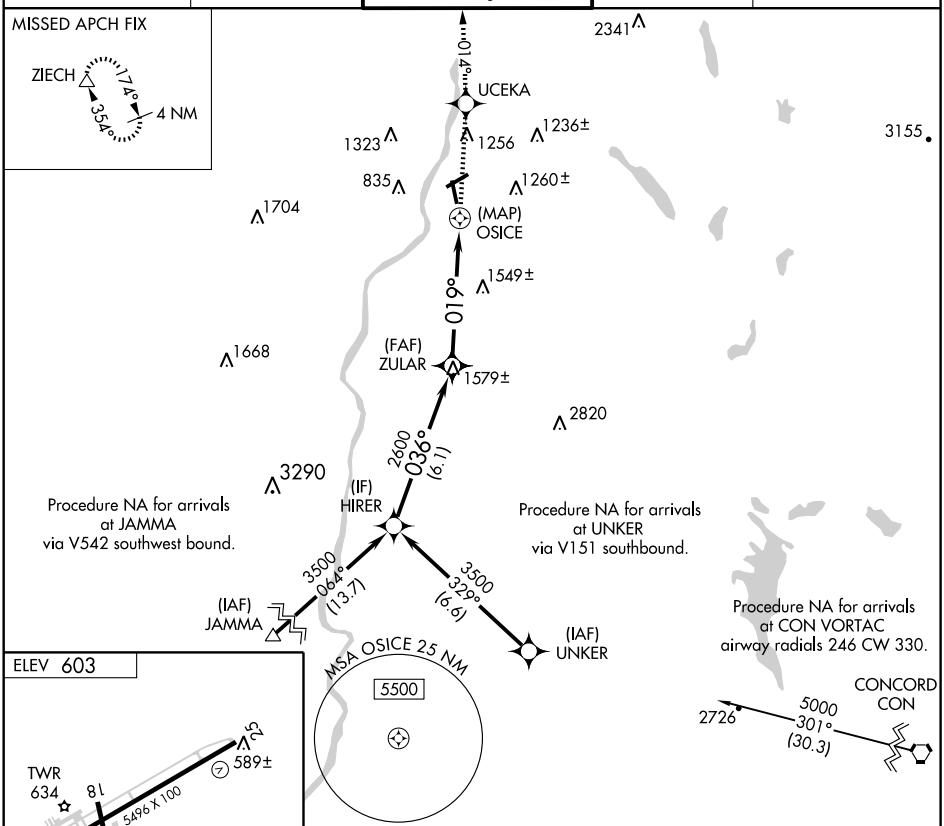
APP CRS	Rwy ldg	5200
019°	TDZE	603
	Apt Elev	603

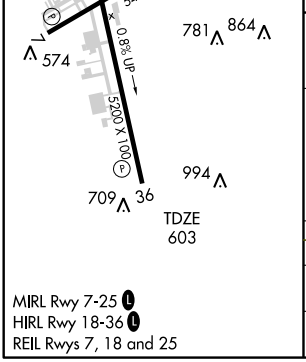
RNAV (GPS) RWY 36
LEBANON MUNI (LEB)

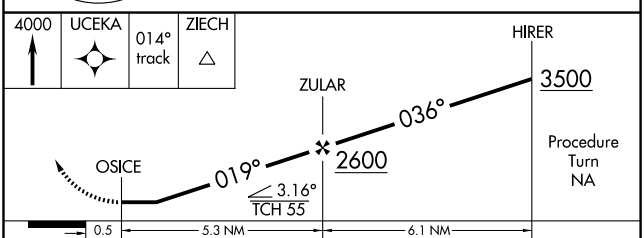
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

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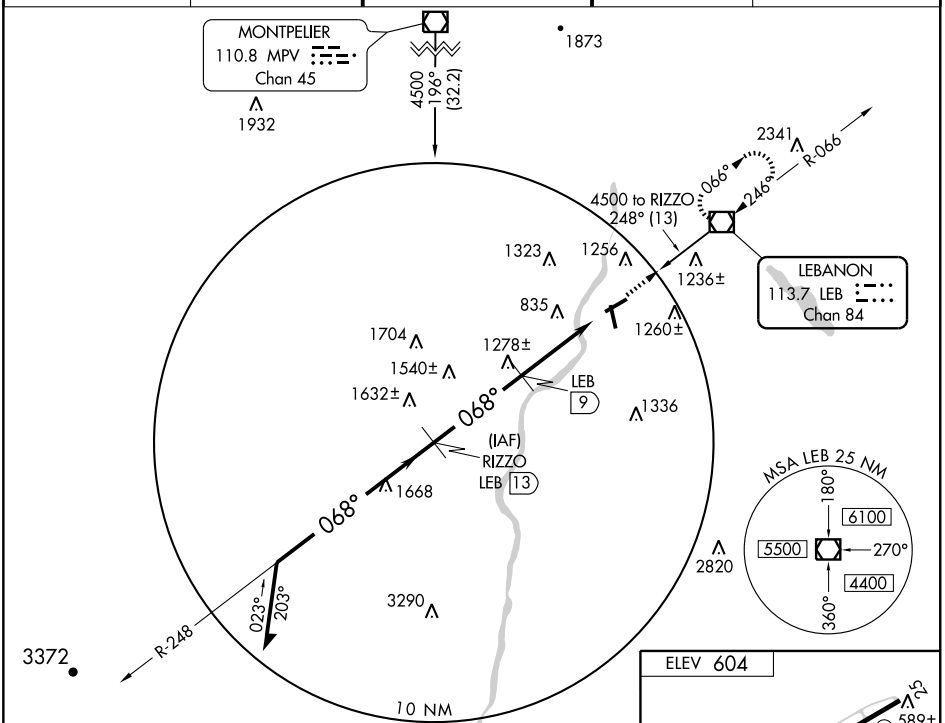
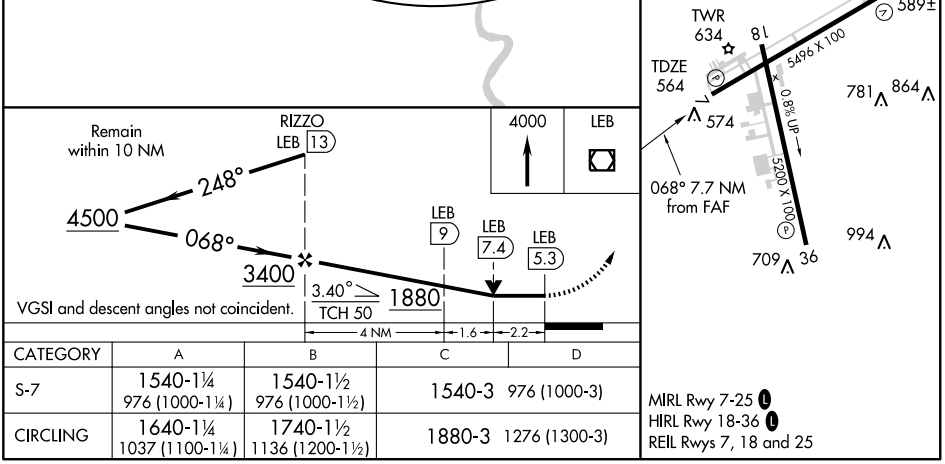
VOR/DME LEB 113.7 Chan 84	APP CRS 068°	Rwy ldg 5496 TDZE 564 Apt Elev 604

VOR/DME RWY 7
LEBANON MUNI (LEB)

MISSED APPROACH: Climb to 4000 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3 976 (1000-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

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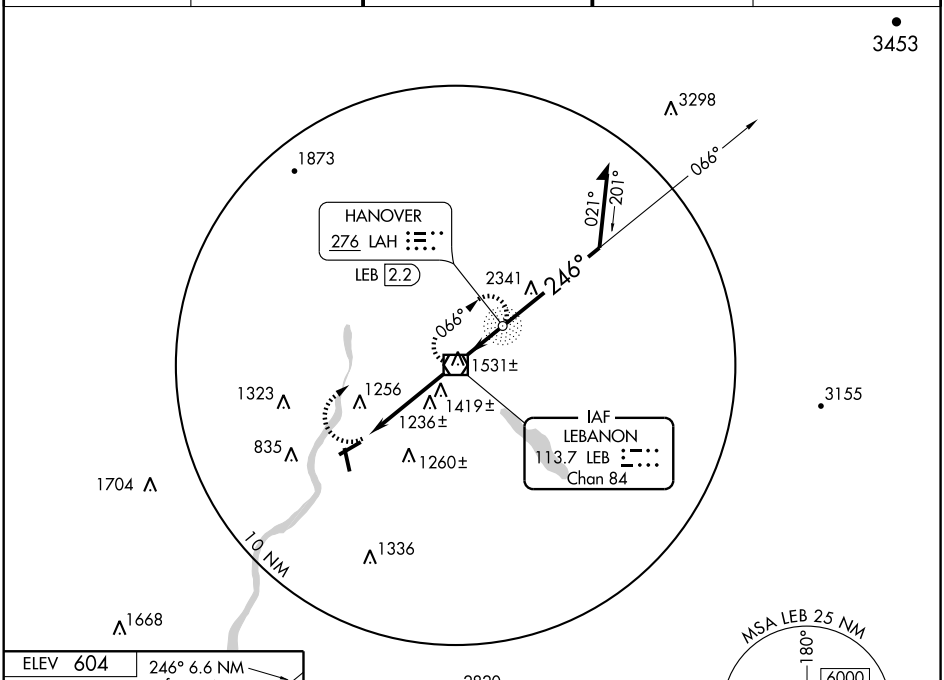
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LEB	APP CRS	Rwy ldg 5496
113.7	246°	TDZE 574
Chan 84		Apt Elev 604

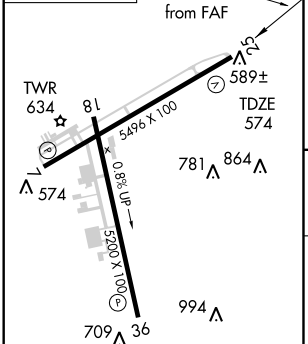
VOR RWY 25
LEBANON MUNI (LEB)

MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

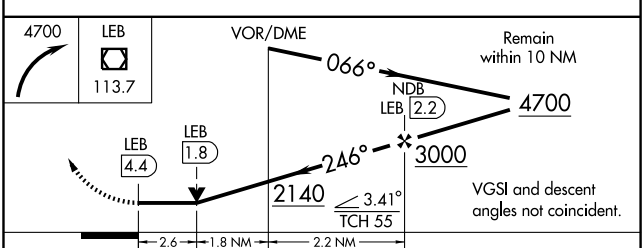


ADF or DME REQUIRED



MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



	A	B	C	D
S-25	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3 1106 (1100-3)	
CIRCLING	1680-1¼ 1076 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

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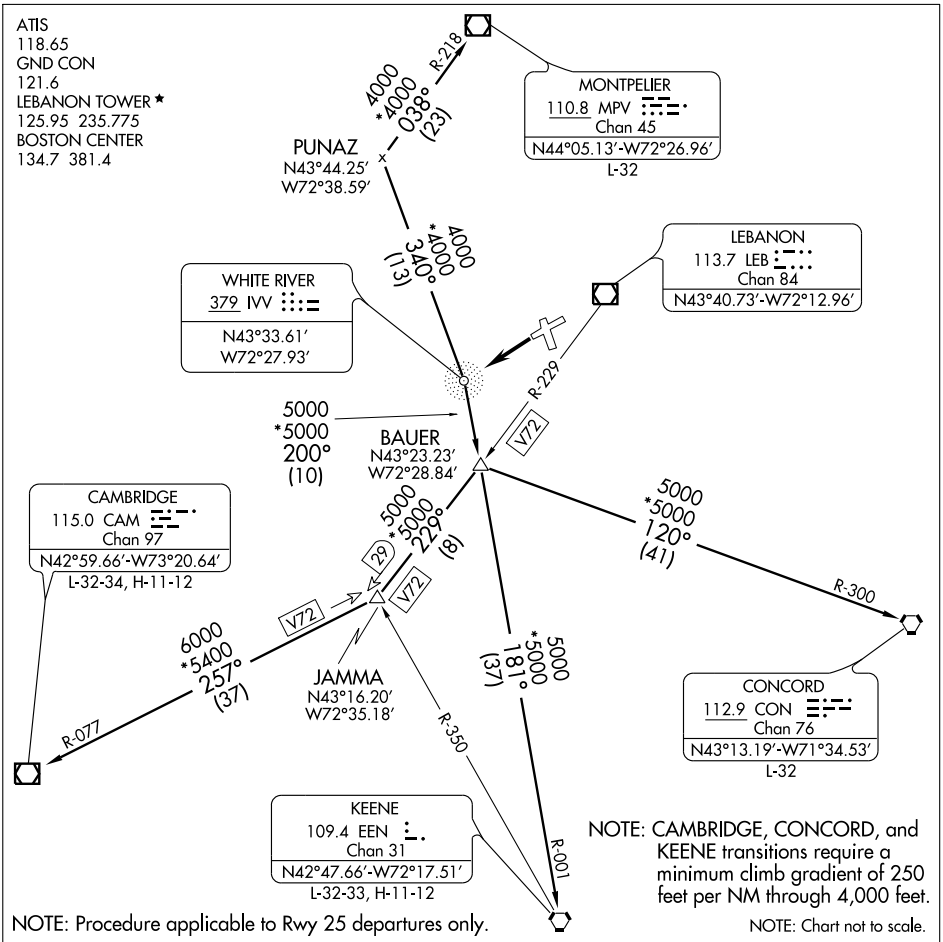
WHITE RIVER ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

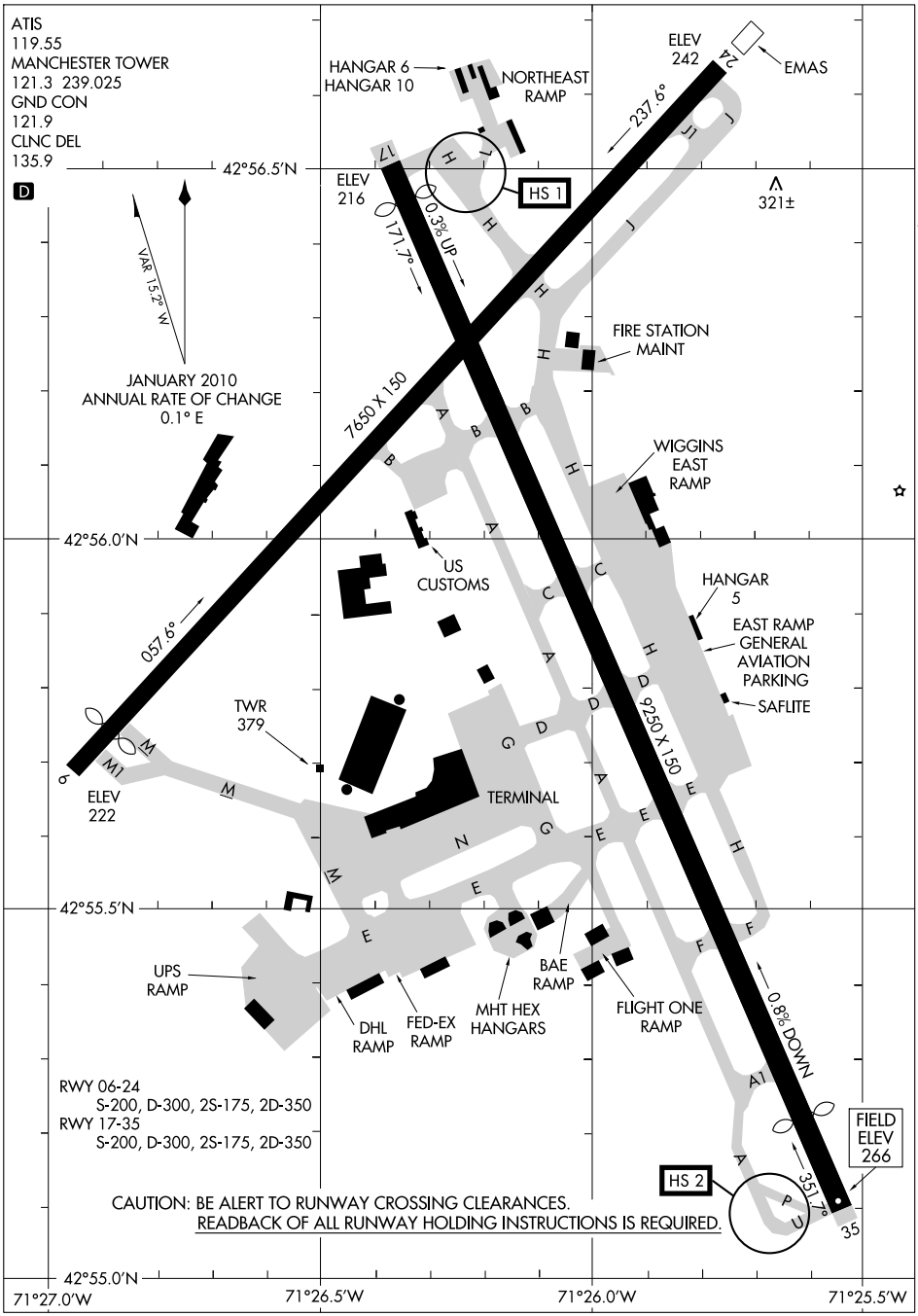
TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.
CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.
KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.

AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE



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NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

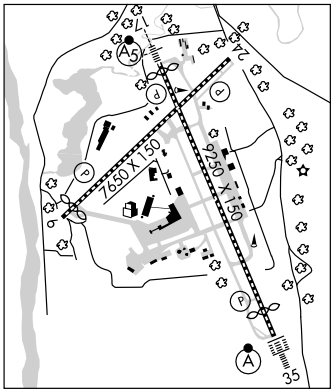
MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)

10266

MAHN N44°21.74′ W71°41.16′ NOTAM FILE HIE. **MONTREAL L–32H**

NDB (MHW) 386 GMA 104° 6.1 NM to Mt Washington Rgnl. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′

MANCHESTER (MHT) 3 S UTC−5(−4DT) N42°55.97′ W71°26.14′ **NEW YORK**
266 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index C **H–11D, 12K, L–32H, 33D**
NOTAM FILE MHT **IAP, AD**



RWY 17–35: H9250X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
RWY 17: MALSR. TDZL. PAPI(P4R)—GA 3.1° TCH 49′. Thld dsplcd 336′. Pole. 0.3% up.
RWY 35: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 850′. Building. 0.8% down.
RWY 06–24: H7650X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 442′. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7650	TODA–7650	ASDA–7650	LDA–7208
RWY 17:	TORA–9250	TODA–9250	ASDA–9250	LDA–8914
RWY 24:	TORA–7650	TODA–7650	ASDA–6850	LDA–6850
RWY 35:	TORA–9250	TODA–9250	ASDA–8500	LDA–7650

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. Noise abatement procedures: Turbojet acft should expect a right turn when departing Rwy 17. Twy A safety area S of Twy E to Twy P is 65′ on the west side. Twy C clsd W of Twy A due to construction indef. Jet acft taxiing westbound across Rwy 17–35 at Twy C, Twy D and Twy E must use caution low settings due to lgt acft parked on the east ramp. No taxiing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy G or Twy N. Air carrier acft only permitted to oper on airline terminal ramp. Air carriers excluded from Twy L. Rwy 35 touchdown, midfield and rollout runway visual range avbl. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Rwy 17 touchdown, midfield and rollout runway visual range avbl. Ldg fee. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS 119.55 (603) 668–8992. LAWRS.

COMMUNICATIONS: ATIS 119.55 603–626–6902 **UNICOM** 122.95
RCO 122.1R 114.4T (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.9
TOWER 121.3 **GND CON** 121.9 **CLNC DEL** 135.9

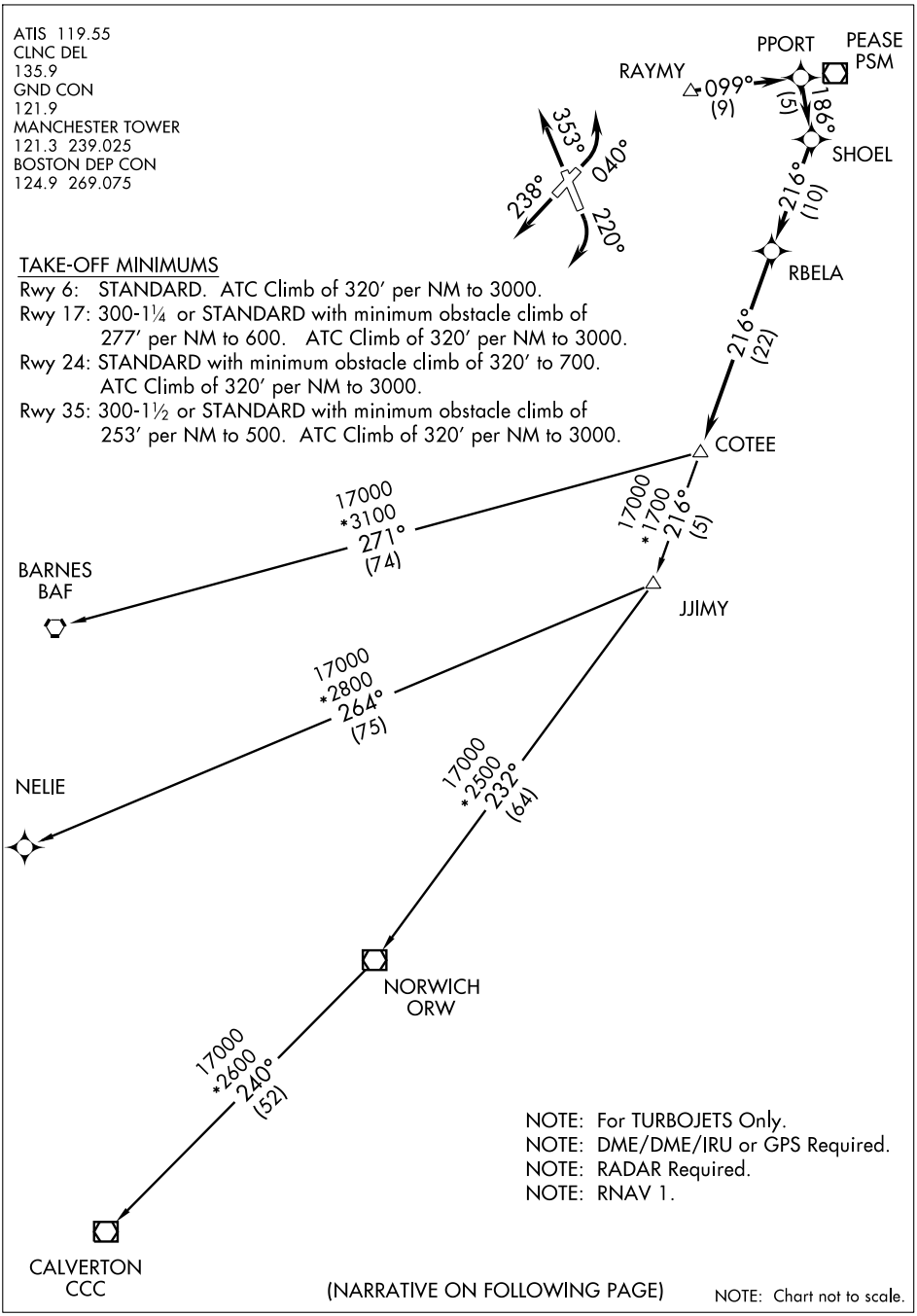
AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
(L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 338° 4.8 NM to fld. 469/15W.
FITZY NDB (LOM) 209 MJ N42°51.85′ W71°31.73′ 061° 5.8 NM to fld.
ILS 109.95 I–MJE Rwy 06. Class IT. LOM FITZY NDB.
ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE.
ILS/DME 109.1 I–MHT Chan 28 Rwy 35. Class IIIE.

COTEE TWO DEPARTURE (RNAV)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075



TAKE-OFF MINIMUMS

Rwy 6: STANDARD. ATC Climb of 320′ per NM to 3000.
Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277′ per NM to 600. ATC Climb of 320′ per NM to 3000.
Rwy 24: STANDARD with minimum obstacle climb of 320′ to 700. ATC Climb of 320′ per NM to 3000.
Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253′ per NM to 500. ATC Climb of 320′ per NM to 3000.

NOTE: For TURBOJETS Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

COTEE TWO DEPARTURE (RNAV)
MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)
(COTEE2.COTEE) 09295

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):
CALVERTON TRANSITION (COTEE2.CCC):
NELIE TRANSITION (COTEE2.NELIE):

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.

Rwy 17: Trees, Poles, and Buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL.
Sign, Poles, Trees and Buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.

Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.

Rwy 35: Tree and Poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and Trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOC/DME I-MNA	APP CRS	Rwy ldg 8914
109.1	173°	TDZE 229
Chan 28		Apt Elev 266

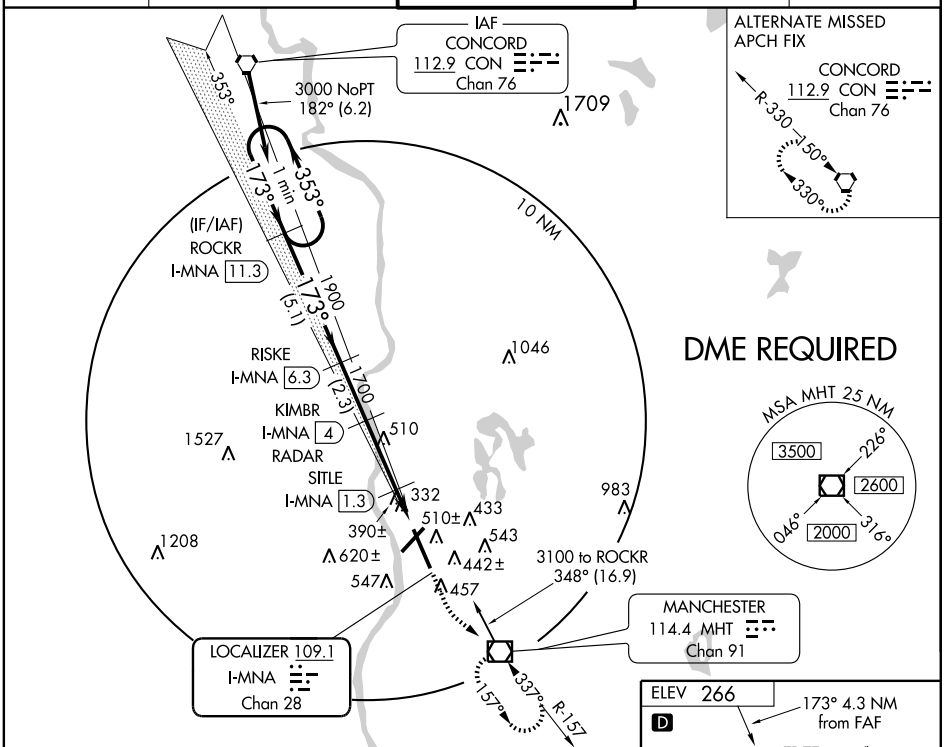
ILS or LOC/DME RWY 17
MANCHESTER (MHT)

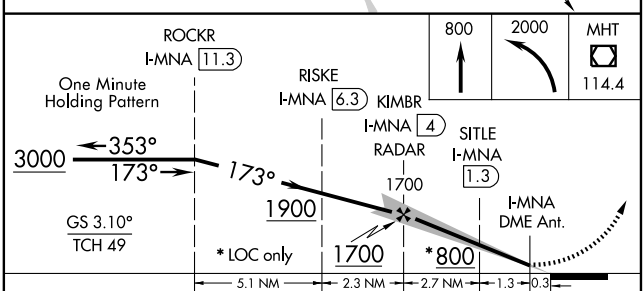
When local altimeter setting not received, use Boire Field altimeter setting and increase DA to 461 and all MDA 40 feet; increase S-LOC 17 Cat D visibility to RVR 5000.

MALSR

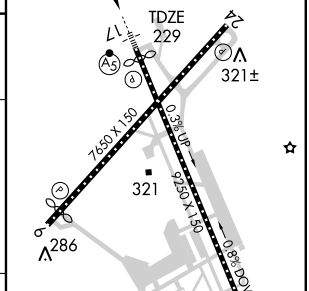
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
S-ILS 17	429/18 200 (200-½)			
S-LOC 17	640/24 411 (400-½)		640/40 411 (400-¾)	
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

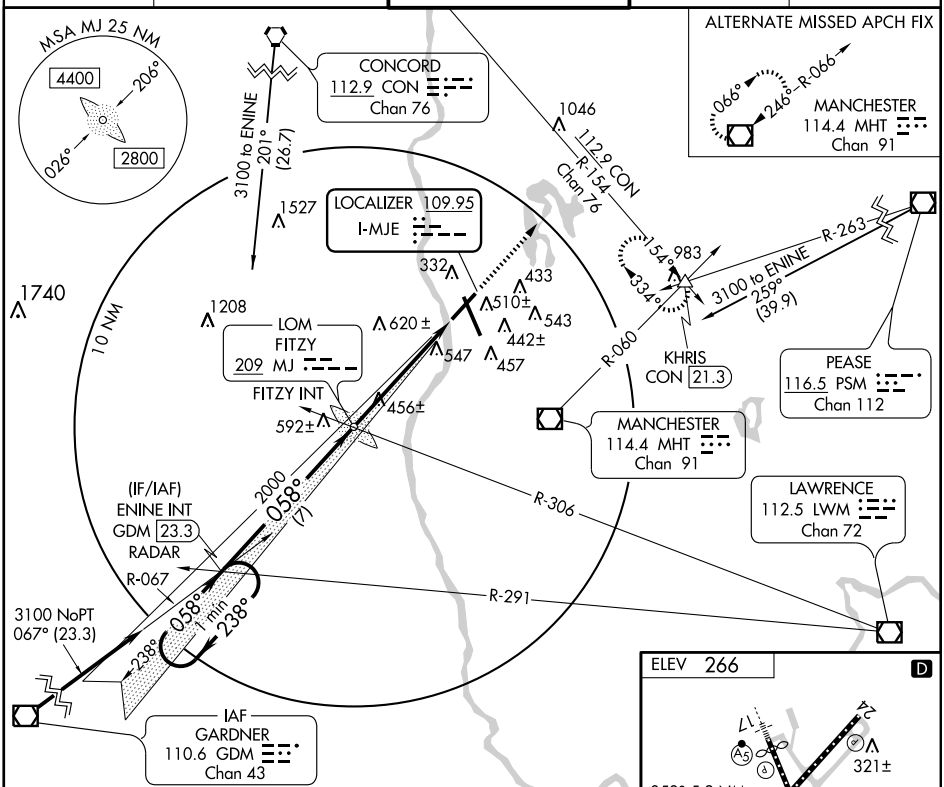
LOC I-MJE	APP CRS	Rwy ldg	7208
109.95	058°	TDZE	224
		Apt Elev	266

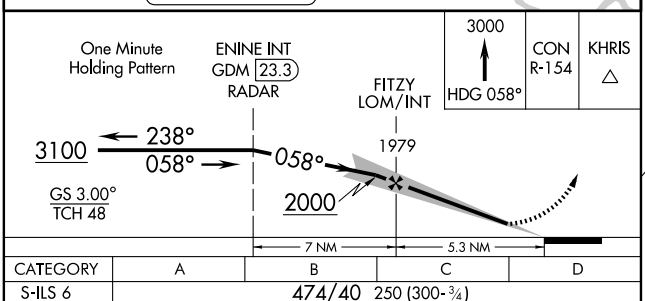
ILS or LOC RWY 6
MANCHESTER (MHT)

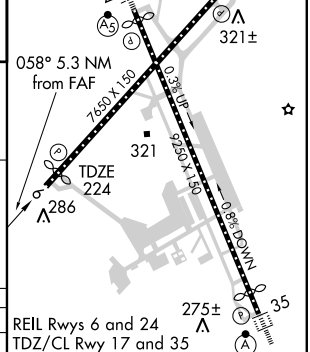
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 6	474/40 250 (300-¾)			
S-LOC 6	820/50 596 (600-1)		820/1½ 596 (600-1½)	820-1¾ 596 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

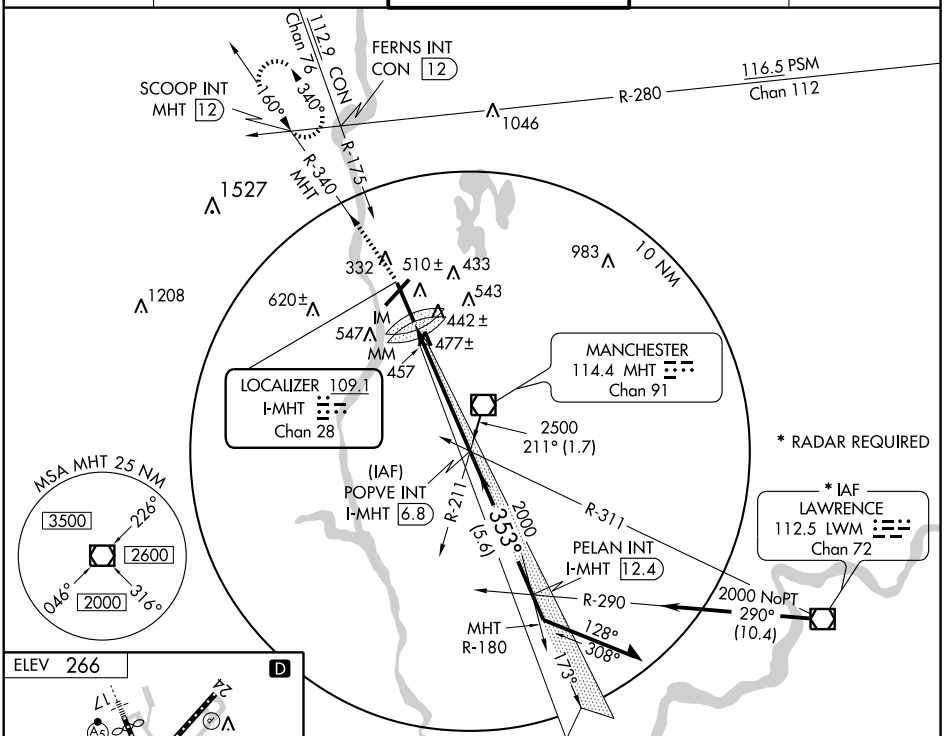
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

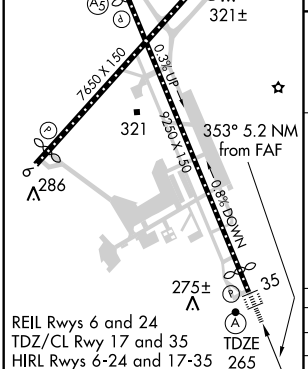
ILS or LOC RWY 35
MANCHESTER (MHT)

ALSF-2

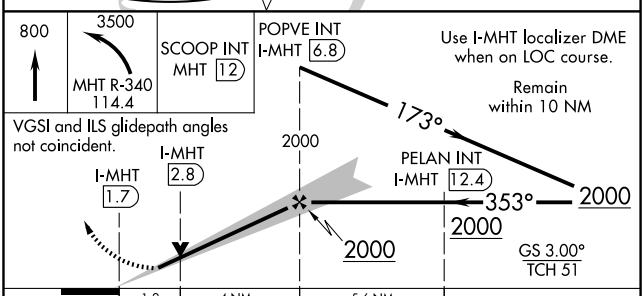
MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	700/24 435 (500-½)		700/40 435 (500-¾)	700/50 435 (500-1)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

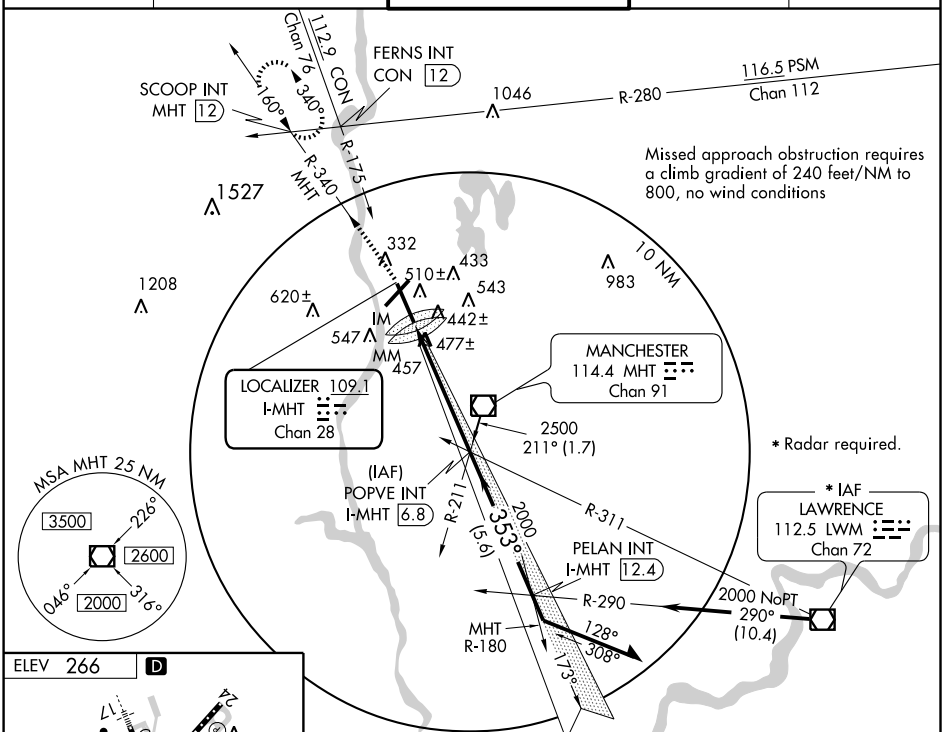
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

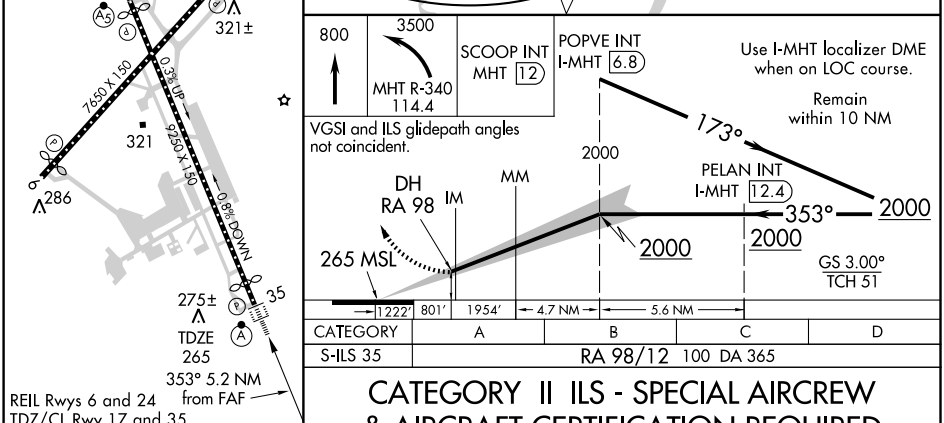
ILS RWY 35 (CAT II)
MANCHESTER (MHT)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

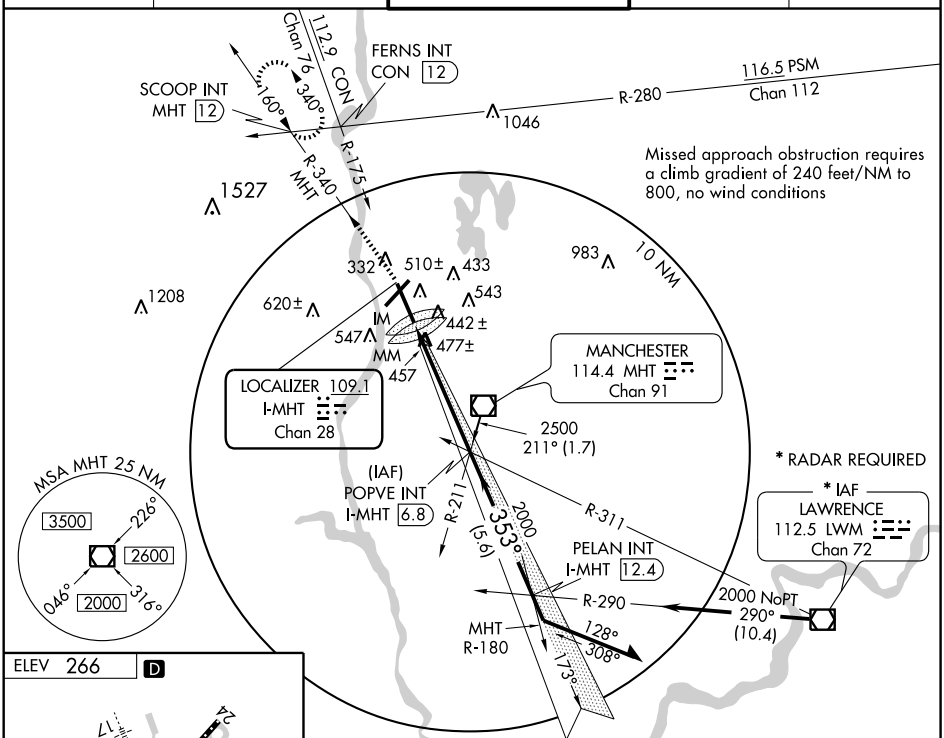
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

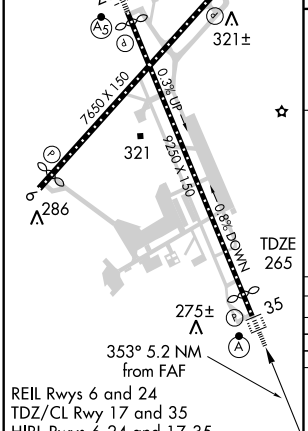
ILS RWY 35 (CAT III)
MANCHESTER (MHT)

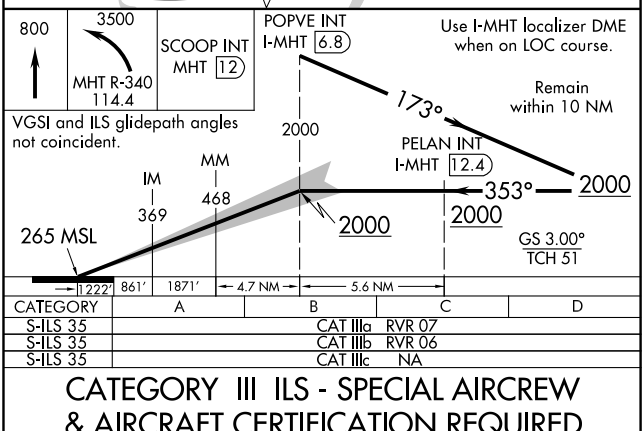
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 35	CAT IIIa RVR 07			
S-ILS 35	CAT IIIb RVR 06			
S-ILS 35	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

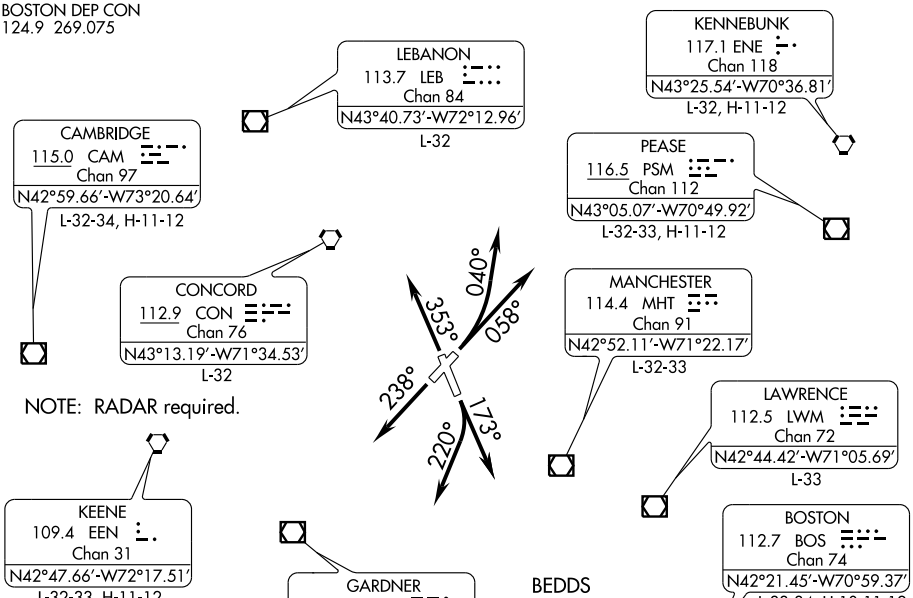
MANCHESTER FIVE DEPARTURE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6, Standard with minimum climb of 206′ per NM to 1000.
Rwy 17, 300-1¼ or Standard with minimum climb of 277′ per NM to 600.
Rwy 24, Standard with minimum climb of 320′ per NM to 800.
Rwy 35, Standard with minimum climb of 253′ per NM to 2000.



NOTE: RADAR required.

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.
Rwy 17: Trees, poles and buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL
Sign, poles, trees, and buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.
Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.
Rwy 35: Tree and poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence . . . .

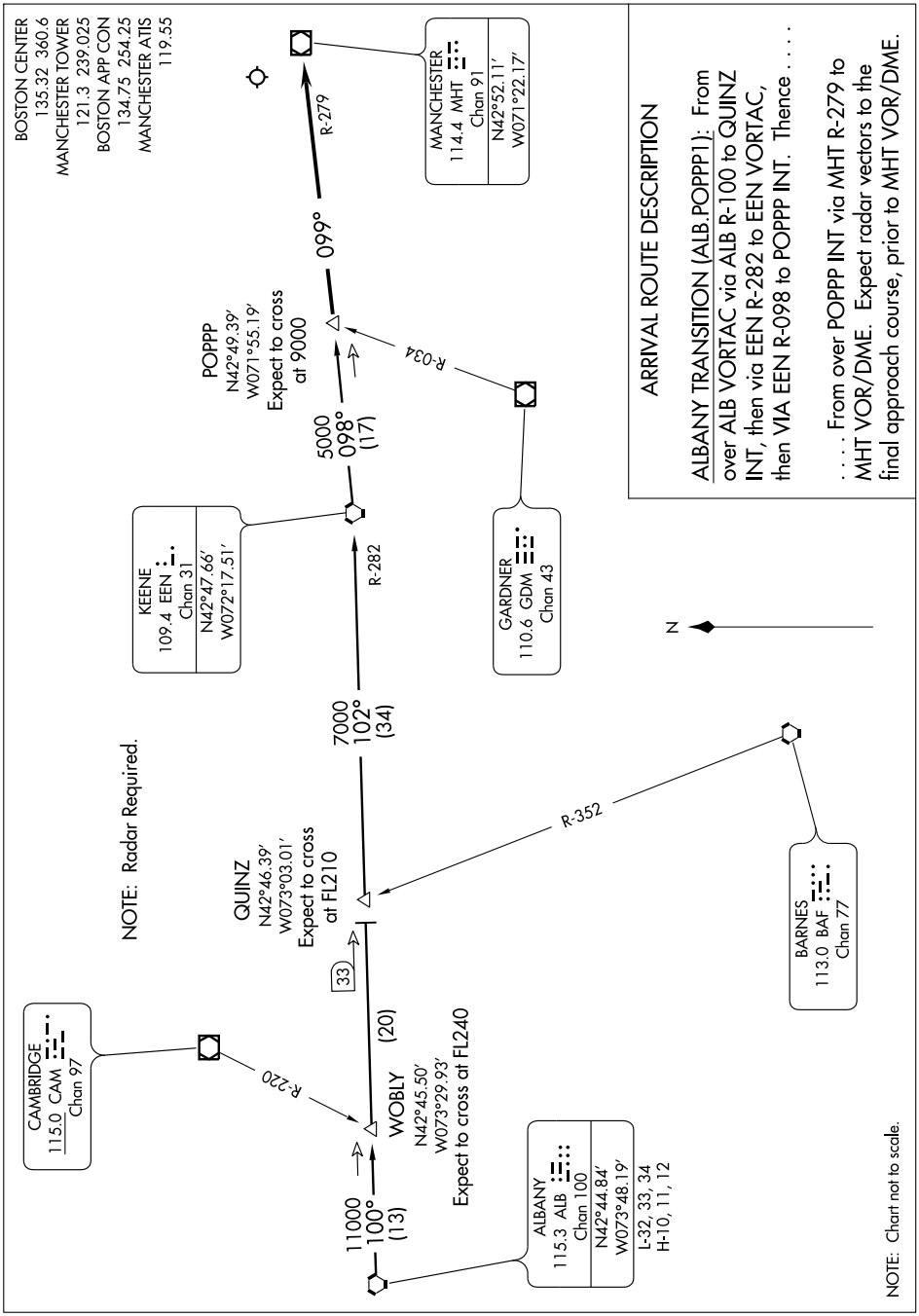
TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence . . . .

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearence to filed altitude /flight level 5 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

MANCHESTER FIVE DEPARTURE
MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)
(MHT5.MHT) 09295


BOSTON CENTER
135.32 360.6
MANCHESTER TOWER
121.3 239.025
BOSTON APP CON
134.75 254.25
MANCHESTER ATIS
119.55
MANCHESTER
114.4 MHT
Chan 91
N42°52.11′
W071°22.17′
R-279
099°
POPPP
N42°49.39′
W071°55.19′
Expect to cross
at 9000
R-034
5000
098°
(17)
KEENE
109.4 EEN
Chan 31
N42°47.66′
W072°17.51′
R-282
GARDNER
110.6 GDM
Chan 43
7000
102°
(34)
NOTE: Radar Required.
QUINZ
N42°46.39′
W073°03.01′
Expect to cross
at FL210
33
R-352
BARNES
113.0 BAF
Chan 77
CAMBRIDGE
115.0 CAM
Chan 97
R-220
(20)
WOBLY
N42°45.50′
W073°29.93′
Expect to cross at FL240
11000
100°
(13)
ALBANY
115.3 ALB
Chan 100
N42°44.84′
W073°48.19′
L-32, 33, 34
H-10, 11, 12
N
ARRIVAL ROUTE DESCRIPTION
ALBANY TRANSITION (ALB.POPPP1): From over ALB VORTAC via ALB R-100 to QUINZ INT, then via EEN R-282 to EEN VORTAC, then VIA EEN R-098 to POPPP INT. Thence . . . .
. . . . From over POPPP INT via MHT R-279 to MHT VOR/DME. Expect radar vectors to the final approach course, prior to MHT VOR/DME.
NOTE: Chart not to scale.

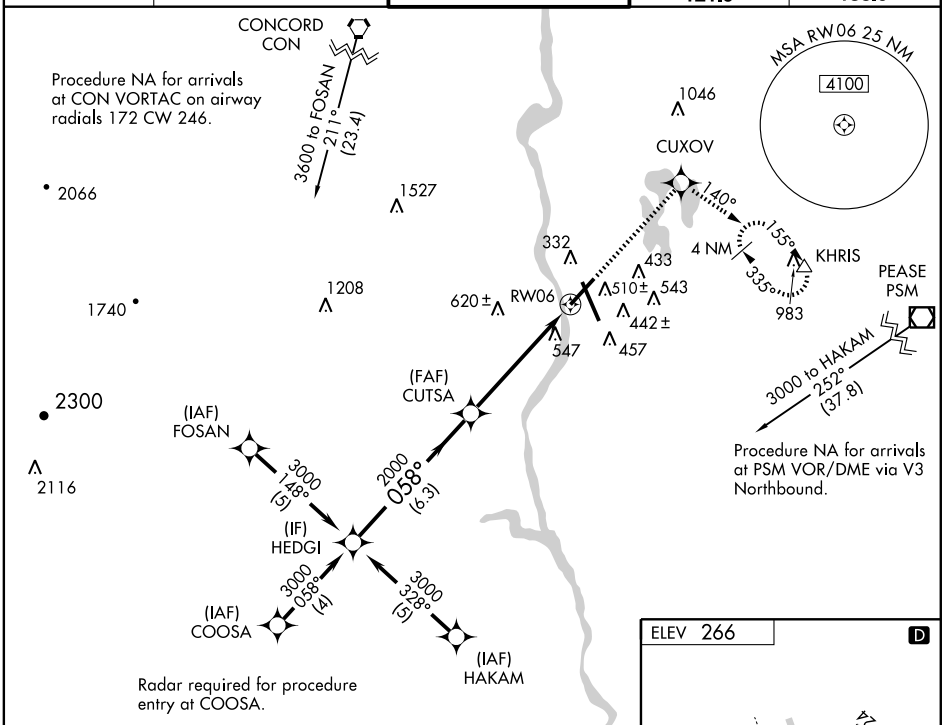
WAAS CH 58214 W06A	APP CRS 058°	Rwy ldg 7208 TDZE 224 Apt Elev 266

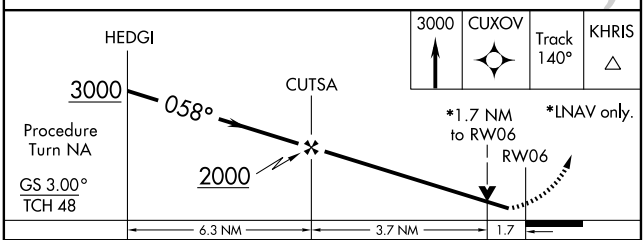
RNAV (GPS) RWY 6
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

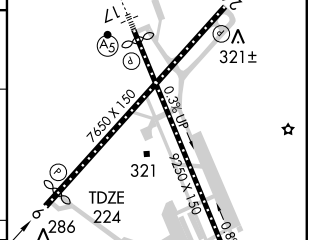
MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)		800-1½ 576 (600-1½)	800-1¾ 576 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

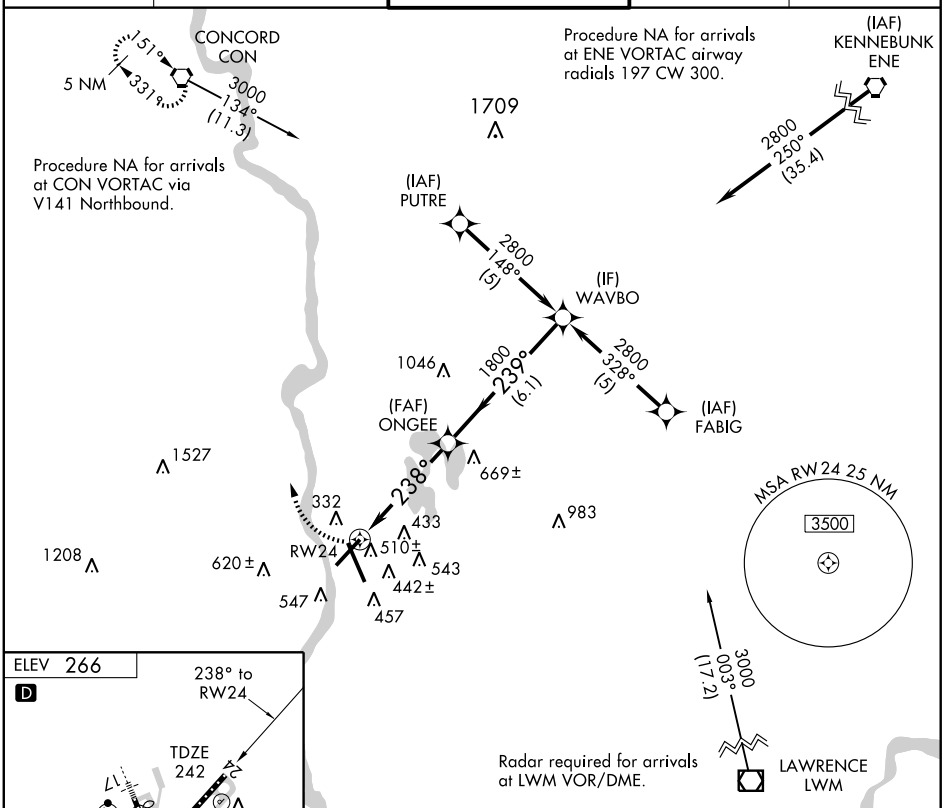
APP CRS	Rwy ldg	6850
238°	TDZE	242
	Apt Elev	266

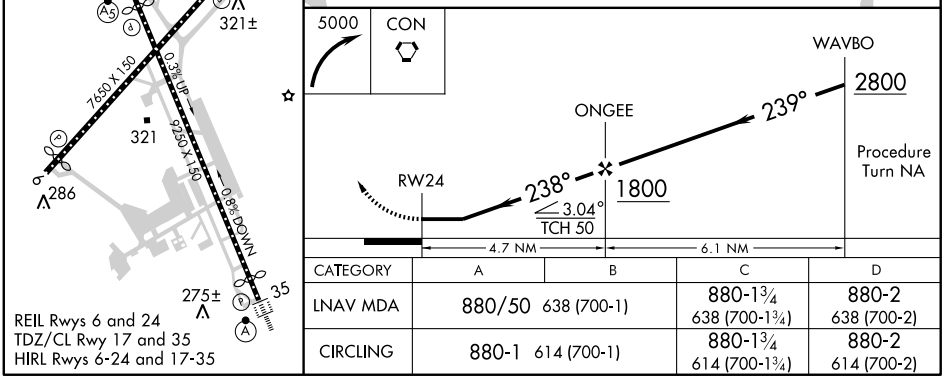
RNAV (GPS) RWY 24
MANCHESTER (MHT)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LNAV MDA	880/50 638 (700-1)		880-1¾ 638 (700-1¾)	880-2 638 (700-2)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

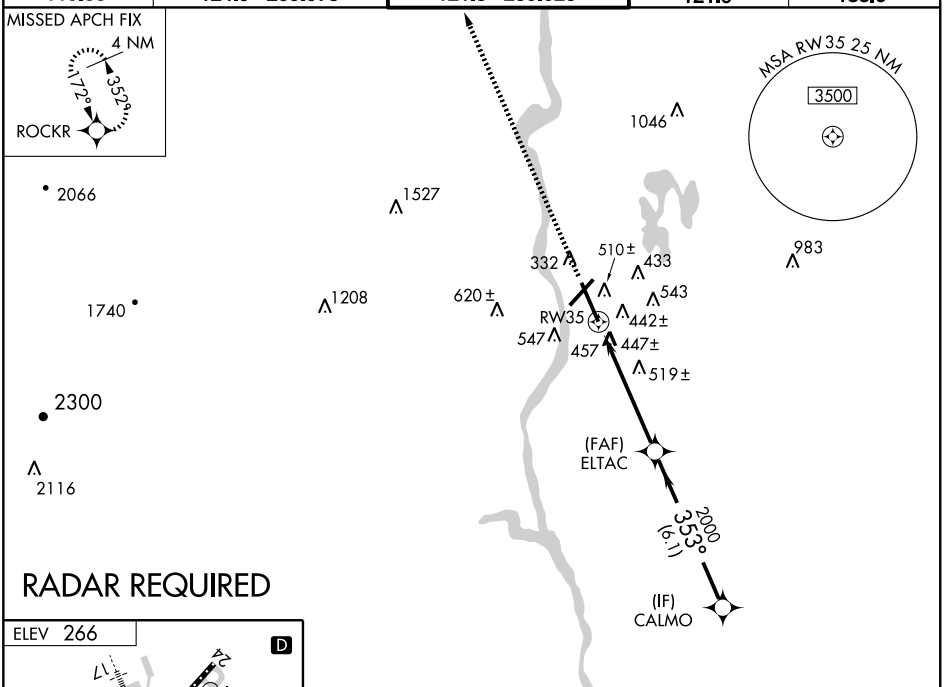
WAAS CH 99614 W35A	APP CRS 353°	Rwy ldg 7650 TDZE 265 Apt Elev 266

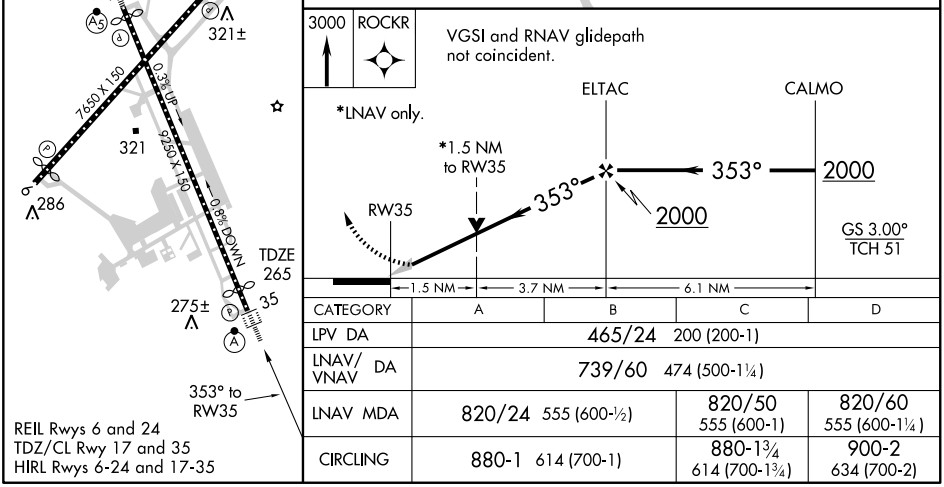
RNAV (GPS) RWY 35
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROCKR and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	465/24 200 (200-1)			
LNAV/VNAV DA	739/60 474 (500-1¼)			
LNAV MDA	820/24 555 (600-½)		820/50 555 (600-1)	820/60 555 (600-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93807 W17A	APP CRS 172°	Rwy ldg 8914 TDZE 229 Apt Elev 266

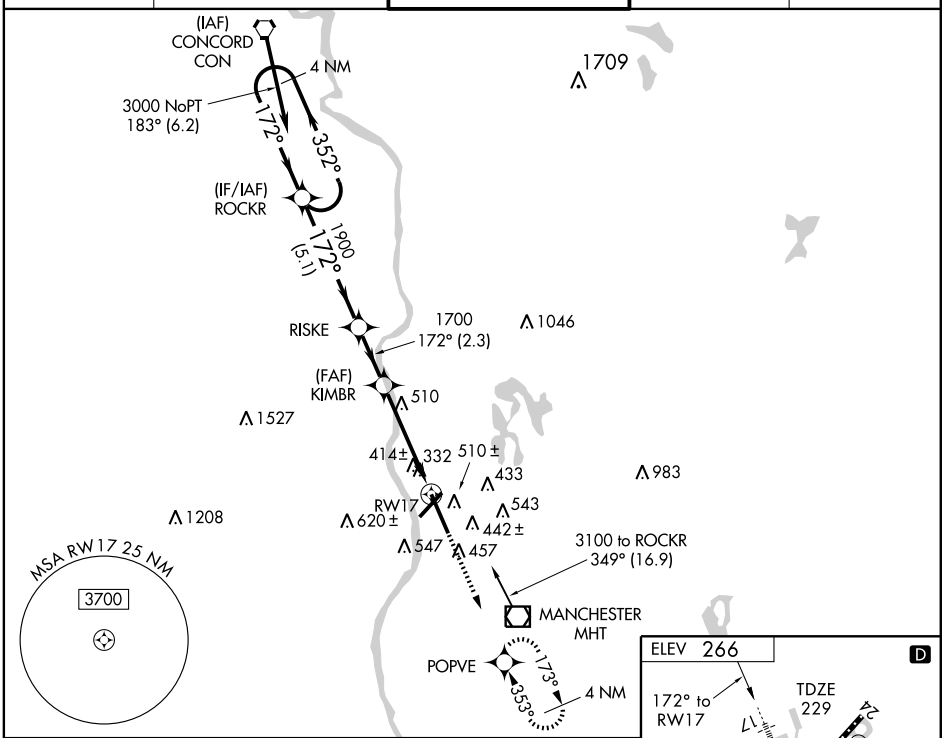
RNAV (GPS) Y RWY 17
MANCHESTER (MHT)

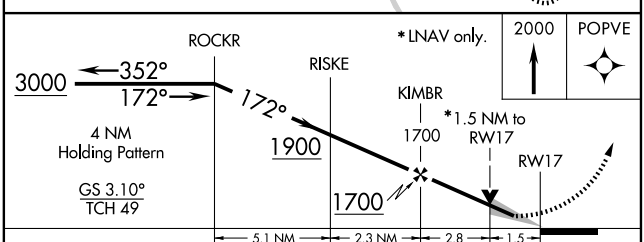
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

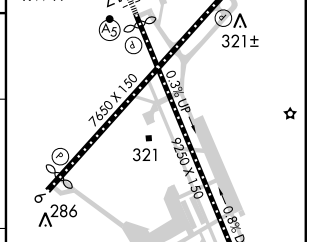
MALSR

MISSED APPROACH: Climb to 2000 direct POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
LPV DA	429/24 200 (200-½)			
LNAV/VNAV DA	772-1½ 543 (600-1½)			
LNAV MDA	760/24 531 (500-½)		760/50 531 (500-1)	760/60 531 (500-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	8914
172°	TDZE	229
	Apt Elev	266

RNAV (RNP) Z RWY 17

MANCHESTER (MHT)

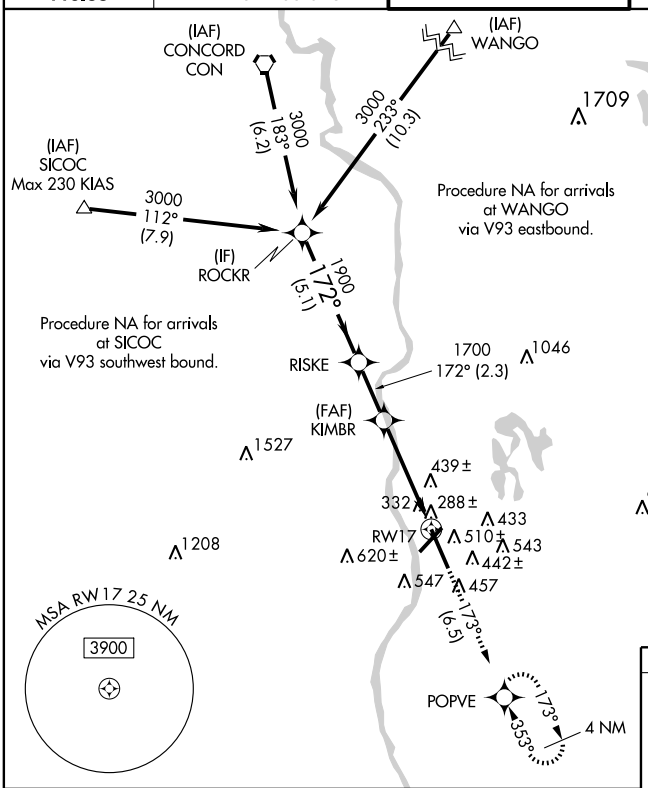
NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

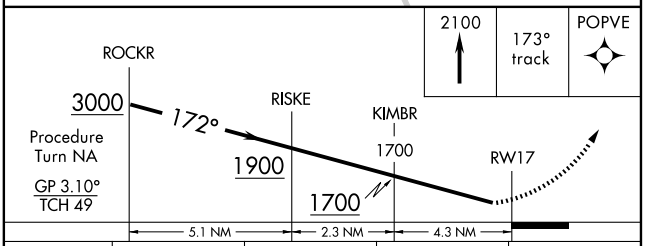
MALSR

MISSED APPROACH: Climb to 2100 via 173° track to POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

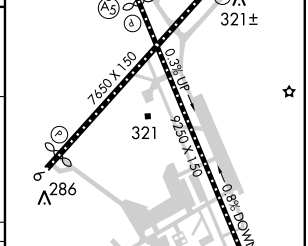


2100	173° track	POPVE



CATEGORY	A	B	C	D
RNP 0.11 DA	606/40 377 (400-¾)			
RNP 0.30 DA	810-1½ 581 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CON	APP CRS	Rwy ldg 8914
112.9	175°	TDZE 229
Chan 76		Apt Elev 242

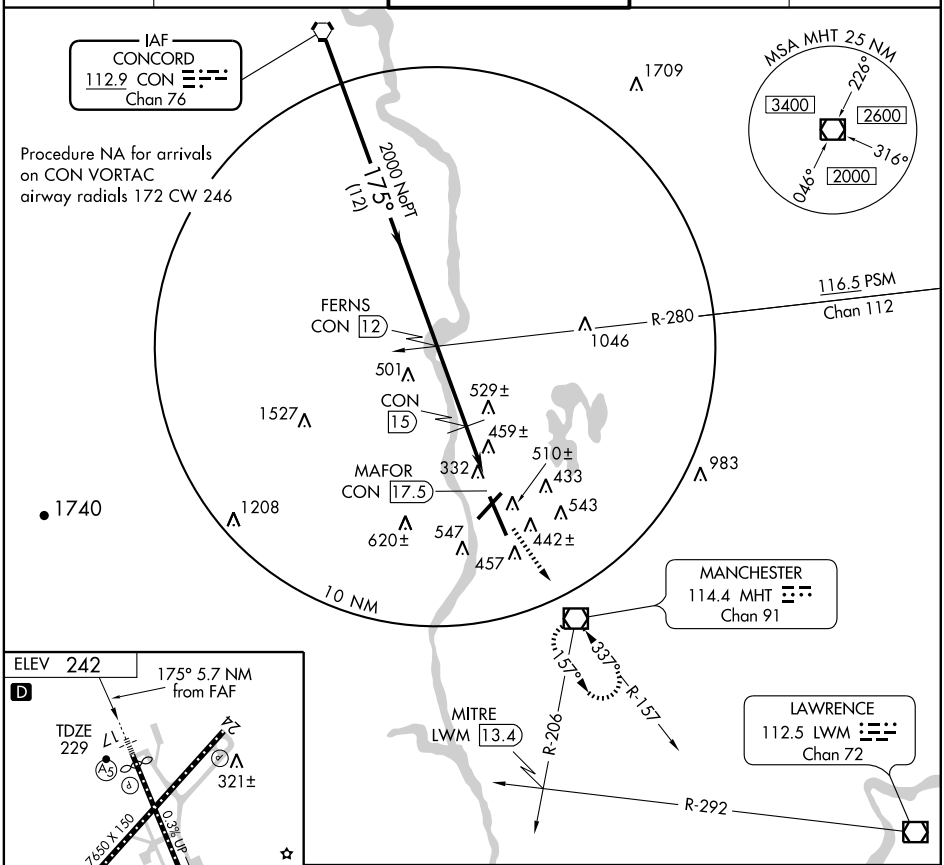
VOR/DME RWY 17
MANCHESTER (MHT)

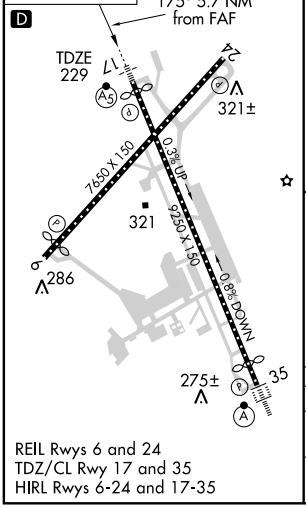
Inoperative table does not apply.

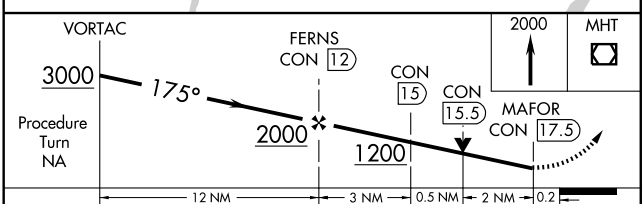
MALSR

MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-17	1000/50 771 (800-1)	1000/60 771 (800-1¼)	1000-2¼ 771 (800-2¼)	1000-2½ 771 (800-2½)
CIRCLING	1000-1 734 (800-1)	1000-1¼ 734 (800-1¼)	1000-2¼ 734 (800-2¼)	1000-2½ 734 (800-2½)

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

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NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHT	APP CRS	Rwy ldg 7650
114.4	335°	TDZE 265
Chan 91		Apt Elev 266

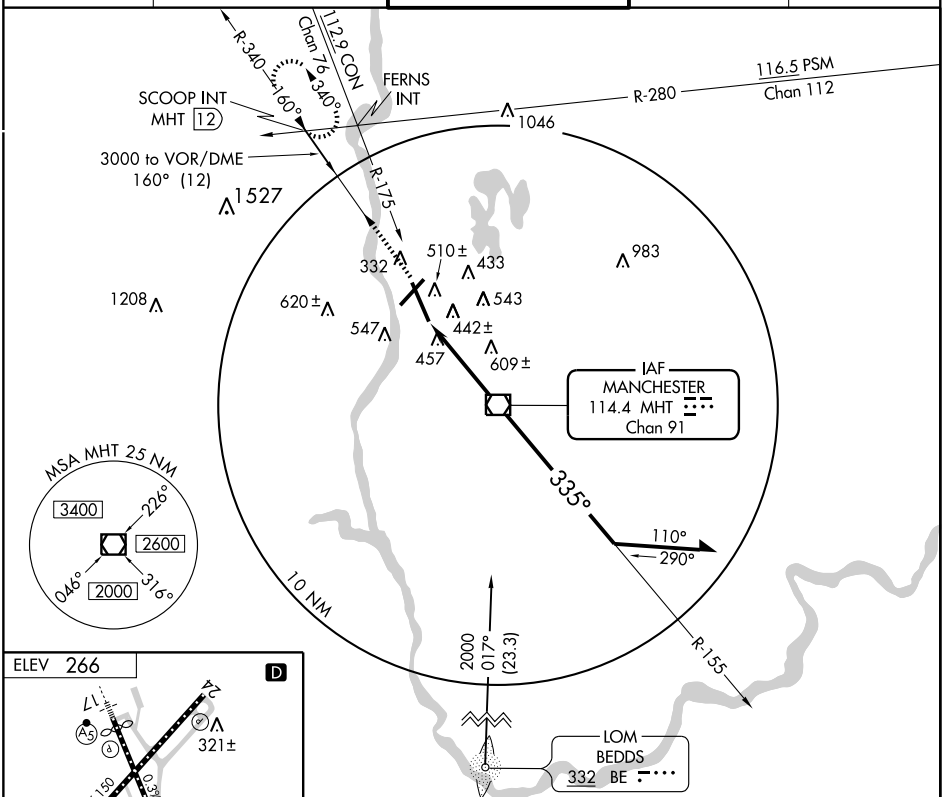
VOR RWY 35
MANCHESTER (MHT)

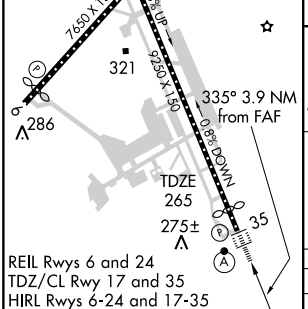
Inoperative table does not apply to CATs C and D. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.

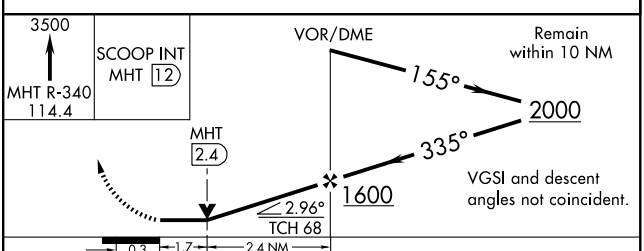
ALSF-2

MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



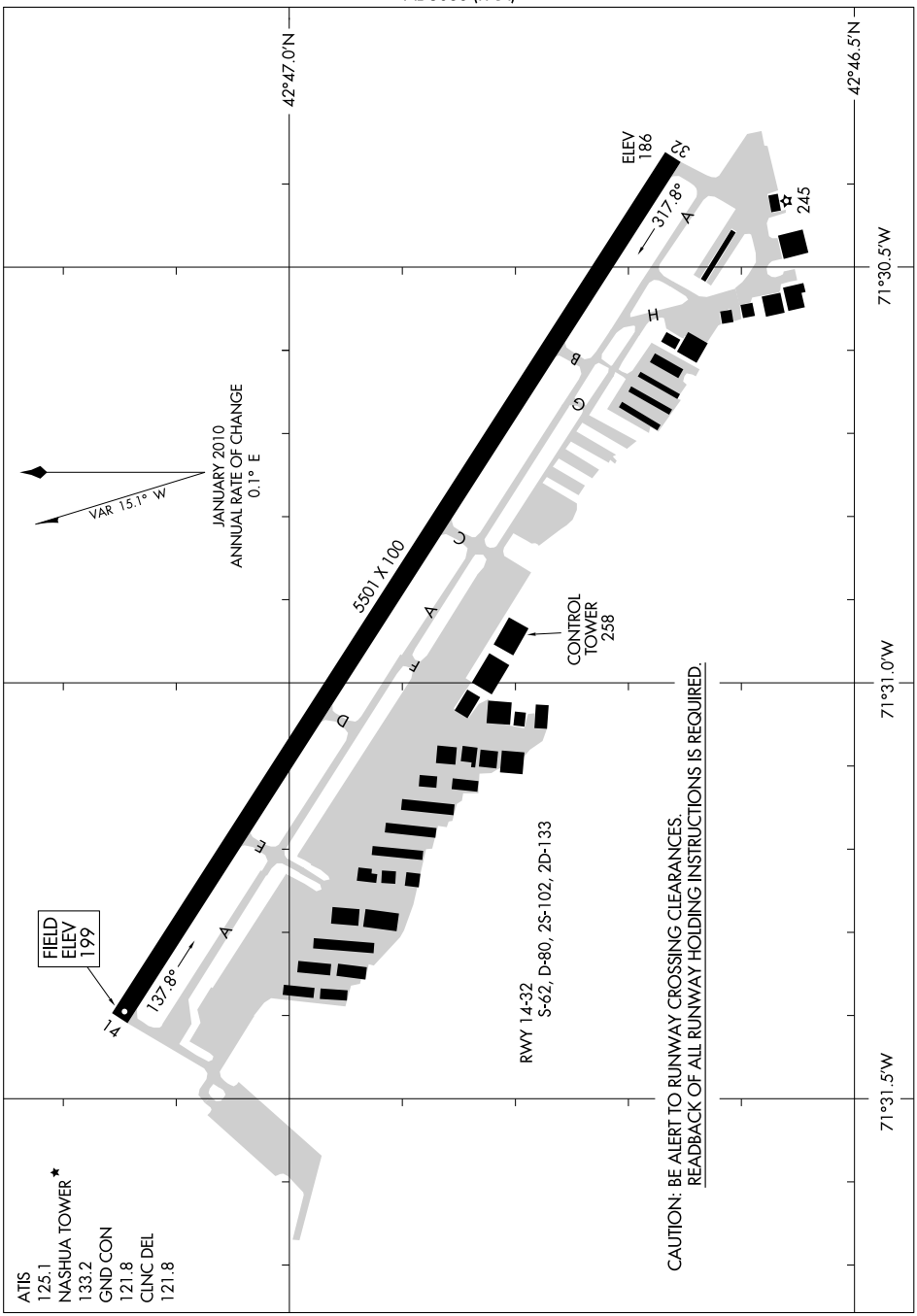




FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-35	860/40 595 (600-¾)		860-1½ 595 (600-1½)	860-1¾ 595 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

MOULTONBORO (5M3) 1 NE UTC−5(−4DT) N43°46.11′ W71°23.21′

NEW YORK
L–32H

571 B S4 **FUEL** 100LL NOTAM FILE BGR

RWY 02–20: H3475X50 (ASPH) S–8 LIRL (NSTD)

RWY 02: Thld dsplcd 440′. Tree.

RWY 20: Thld dsplcd 145′. Trees.

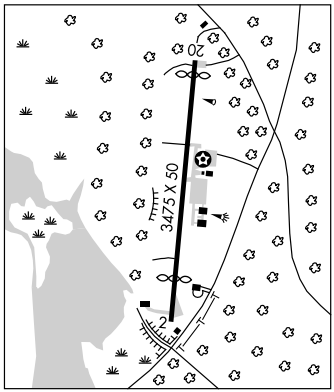
AIRPORT REMARKS: Attended May–Nov, Mon–Fri 1400–2300Z‡. 24 hr self–service fuel avbl with credit card. Wildlife on and invof arpt. Rwy 02 p–line along road marked with red balls. Rwy 02–20 NSTD LIRL: lgts are 4 ft high; lgtd only between dsplcd thlds; variable spacing; 2890 ft of rwy lgtd. Rwy thld lighting NSTD. Clear lenses only. Rwy 02 NSTD rwy and dsplcd thld area markings. Rwy 20 NSTD rwy markings, no dsplcd thld area markings. ACTIVATE NSTD LIRL Rwy 02–20, windsock lgt and rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 029° 33.9 NM to fld. 715/15W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



MOUNT WASHINGTON RGNL (See WHITEFIELD)

NASHUA

BOIRE FLD (ASH) 3 NW UTC−5(−4DT) N42°46.91′ W71°30.89′

NEW YORK
H–11D, 12K, L–33C
IAP, AD

199 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks
NOTAM FILE ASH

RWY 14–32: H5501X100 (ASPH) S–62, D–80, 2S–102, 2D–133 HIRL.

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Tree.

RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 47′. Tree.

AIRPORT REMARKS: Attended 1200–0200Z‡. Migratory birds and wildlife on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 14–32, REIL Rwy 32 and MALSR Rwy 14 after hrs—CTAF. TPA for light acft is 1199 (1000) and for jet and heavy acft is 1699 (1500). Arpt has noise abatement procedures contact arpt manager 603–882–0661.

WEATHER DATA SOURCES: ASOS 125.1 (603) 578–0473.

COMMUNICATIONS: CTAF 133.2 **ATIS** 125.1

Ⓡ **BOSTON APP/DEP CON** 124.9 **GND CON** 121.8 (When twr clsd)

CLNC DEL 121.8 (When twr clsd)

NASHUA TOWER 133.2 (1200–0200Z‡) **GND CON** 121.8

CLNC DEL 121.8

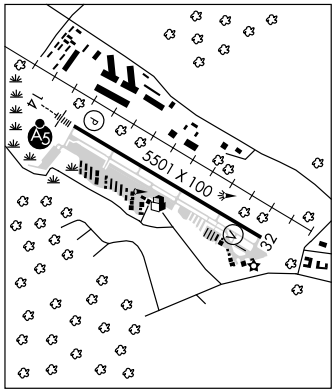
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.

MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 246° 8.3 NM to fld. 469/15W.

CHERN NDB (MHW/LOM) 359 AS N42°49.40′ W71°36.13′ 139° 4.6 NM to fld.

ILS 109.7 I–ASH Rwy 14. Class IA. LOM CHERN NDB.



NEWFOUND VALLEY (See BRISTOL)

LOC I-ASH	APP CRS	Rwy ldg	5501
109.7	139°	TDZE	200
		Apt Elev	200

ILS or LOC RWY 14
NASHUA/ BOIRE FIELD (ASH)

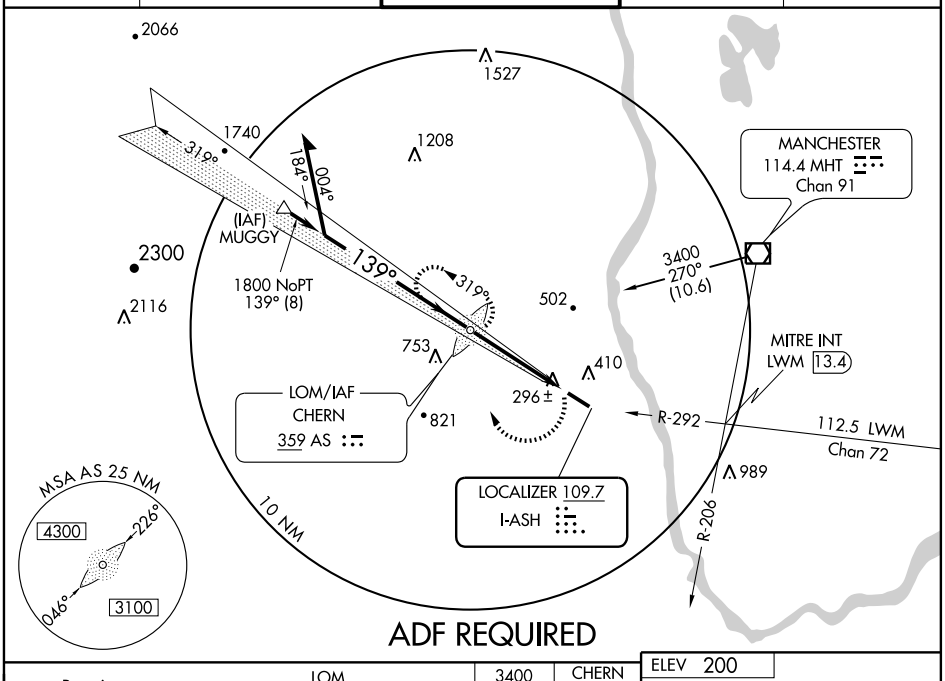
When local altimeter not received, use Manchester altimeter setting.

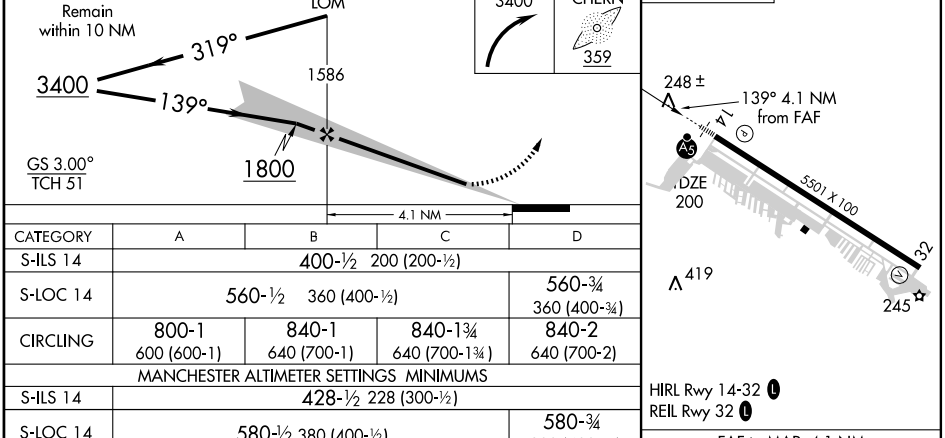
NA

MALSR

MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





CATEGORY	A	B	C	D
S-ILS 14	400-½ 200 (200-½)			
S-LOC 14	560-½ 360 (400-½)			560-¾ 360 (400-¾)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTINGS MINIMUMS				
S-ILS 14	428-½ 228 (300-½)			
S-LOC 14	580-½ 380 (400-½)			580-¾ 380 (400-¾)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	860-1¾ 660 (700-1¾)	860-2 660 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOM AS	APP CRS	Rwy ldg	5501
359	139°	TDZE	200
		Apt Elev	200

NDB or GPS RWY 14

NASHUA/ BOIRE FIELD (ASH)

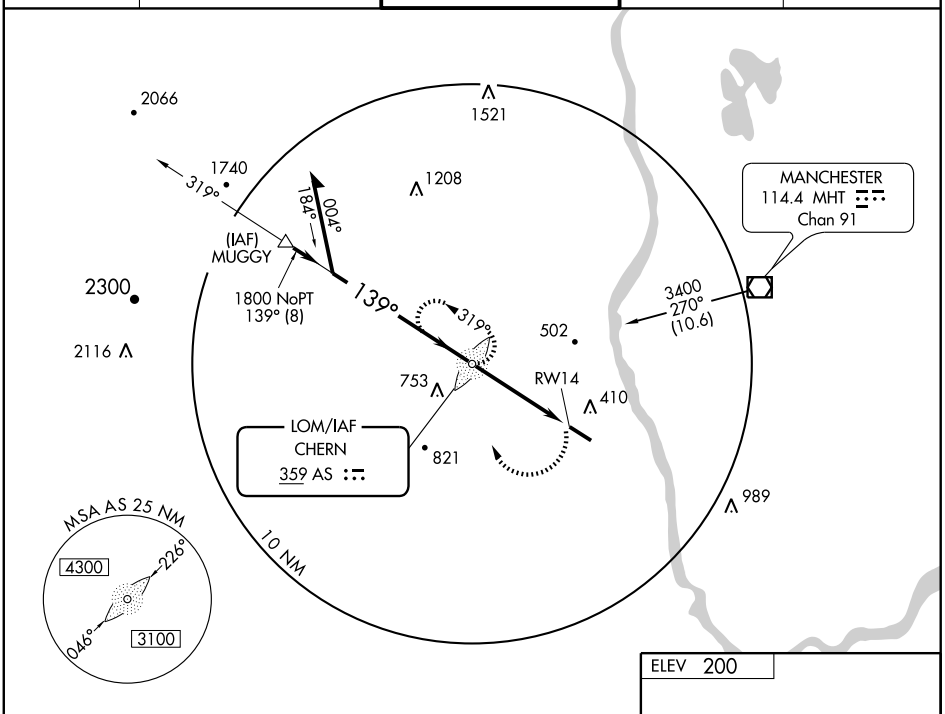
NA

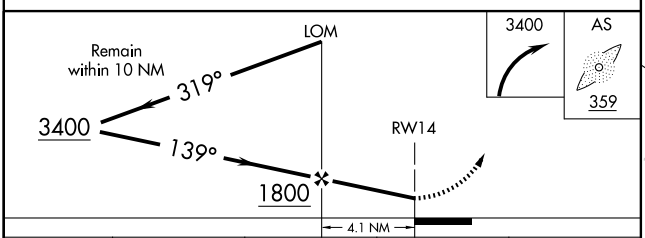
When local altimeter not received, use Manchester altimeter setting.

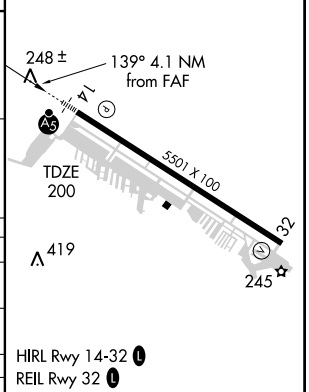
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-14	840-¾ 640 (700-¾)		840-1¼ 640 (700-1¼)	840-1¾ 640 (700-1¾)
CIRCLING	840-1 640 (700-1)		840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTING MINIMUMS				
S-14	860-¾ 660 (700-¾)		860-1¼ 660 (700-1¼)	860-1¾ 660 (700-1¾)
CIRCLING	860-1 660 (700-1)		860-1¾ 660 (700-1¾)	860-2 660 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86402 W32A	APP CRS 319°	Rwy ldg 5501 TDZE 192 Apt Elev 199

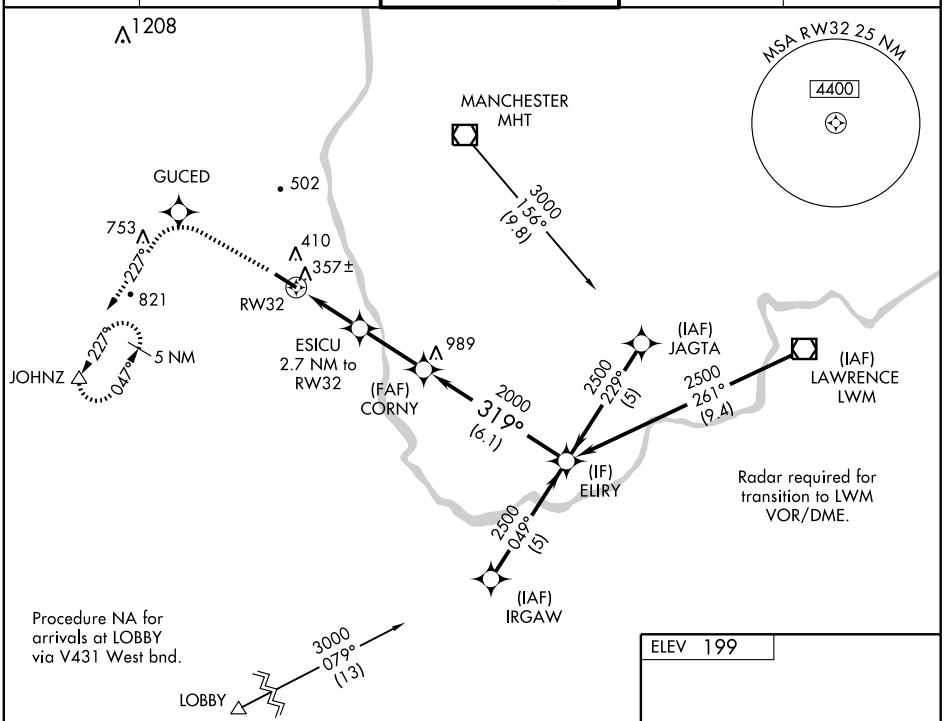
RNAV (GPS) RWY 32

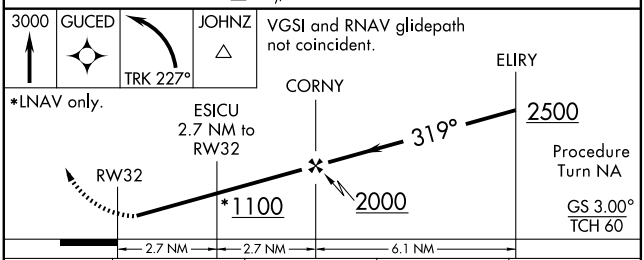
NASHUA/ BOIRE FIELD (ASH)

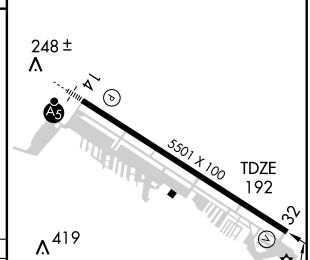
Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
LPV DA	528-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	617-1½ 425 (500-1½)			
LNAV MDA	660-1 468 (500-1)		660-1¼ 468 (500-1¼)	660-1½ 468 (500-1½)
CIRCLING	800-1½ 601 (700-1½)		820-1¾ 621 (700-1¾)	820-2 621 (700-2)

HIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHT	APP CRS	Rwy ldg	N/A
114.4	246°	TDZE	N/A
Chan 91		Apt Elev	200

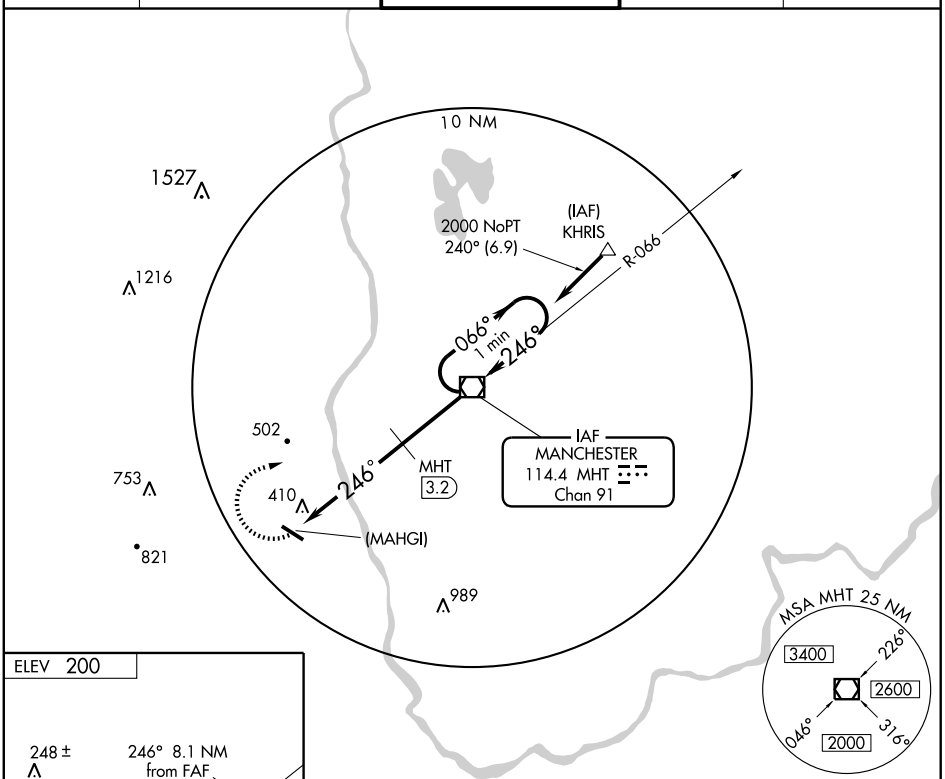
VOR or GPS-A

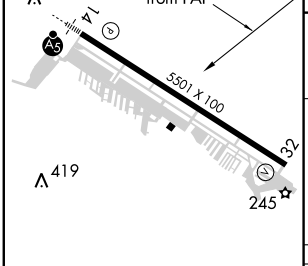
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

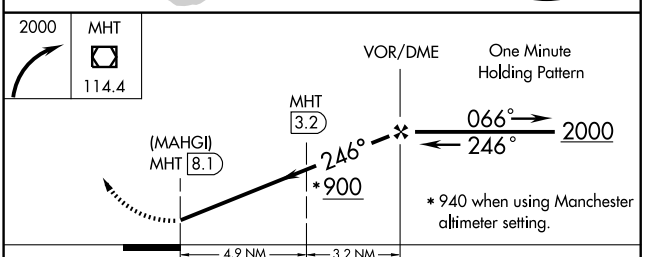
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42



CATEGORY	A	B	C	D
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
DME MINIMUMS				
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWM	APP CRS	Rwy ldg	5501
112.5	292°	TDZE	193
Chan 72		Apt Elev	200

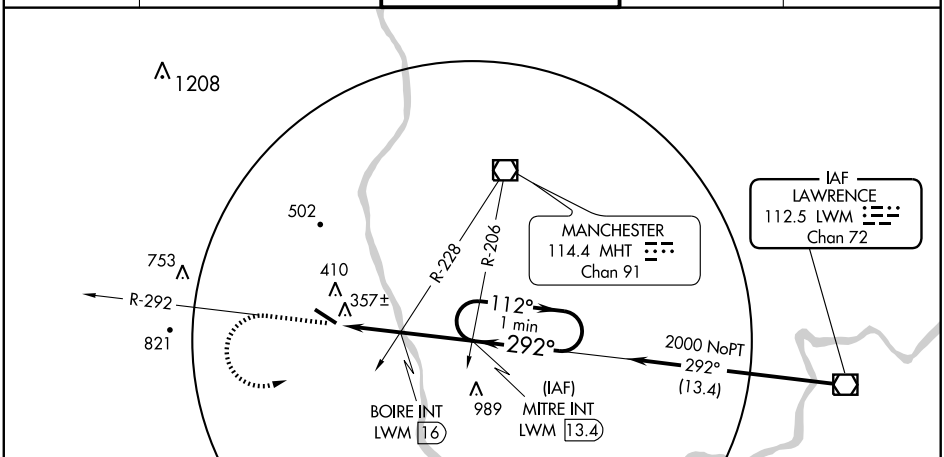
VOR RWY 32

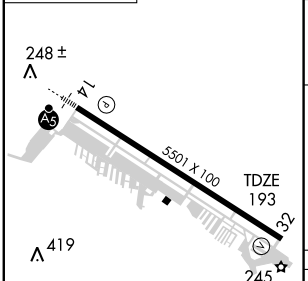
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

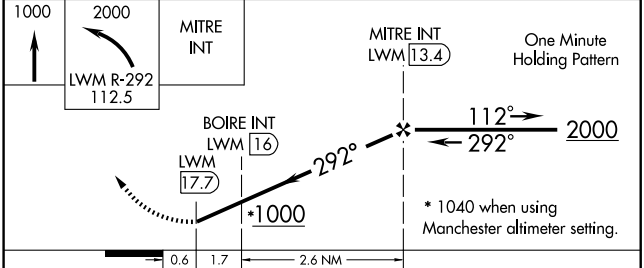
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-32	1000-1 807 (800-1)	1000-1¼ 807 (800-1¼)	1000-2¼ 807 (800-2¼)	1000-2½ 807 (800-2½)
CIRCLING	1000-1 800 (800-1)	1000-1¼ 800 (800-1¼)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)
BOIRE INT MINIMUMS				
S-32	620-1 427 (500-1)		620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

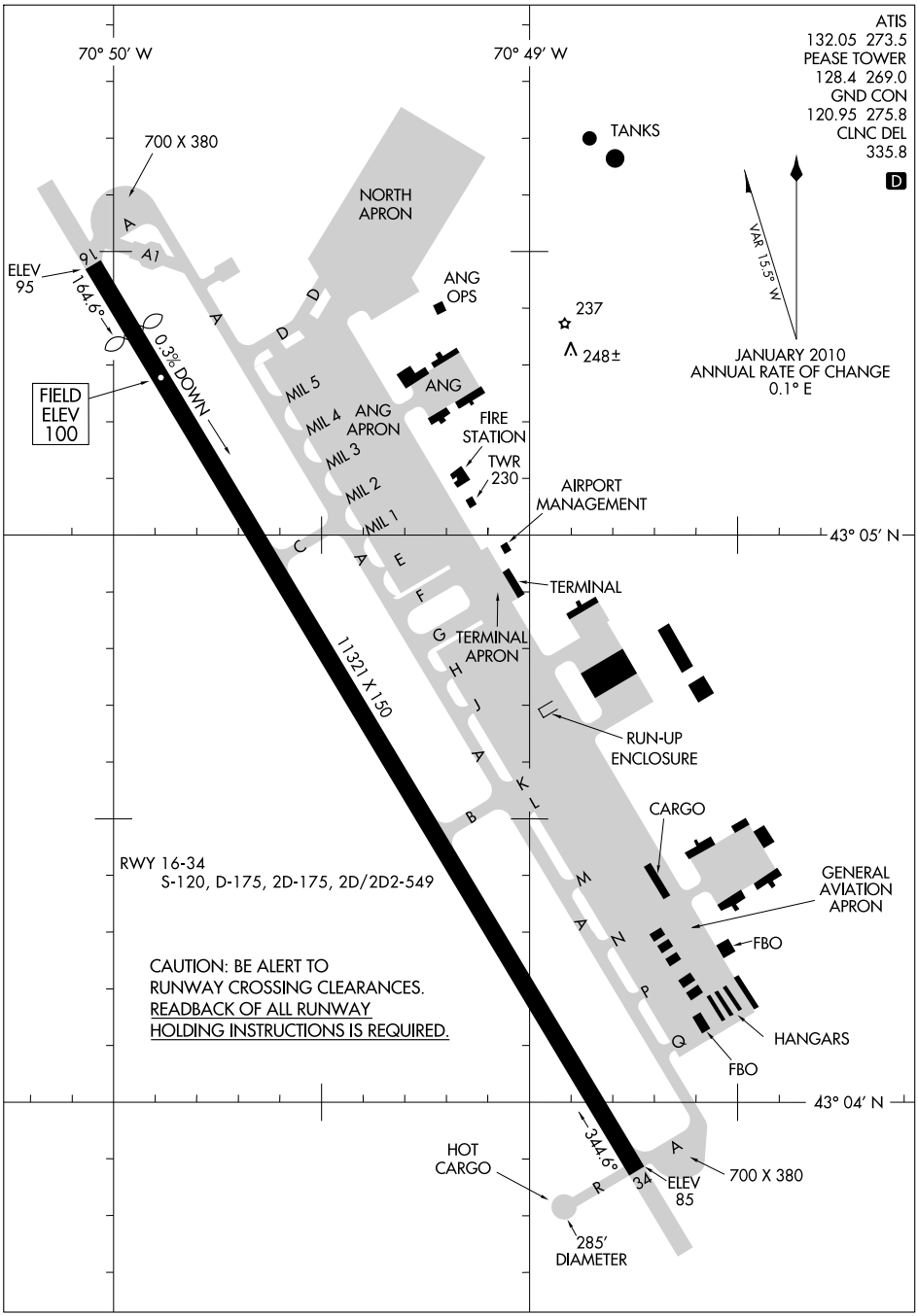
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

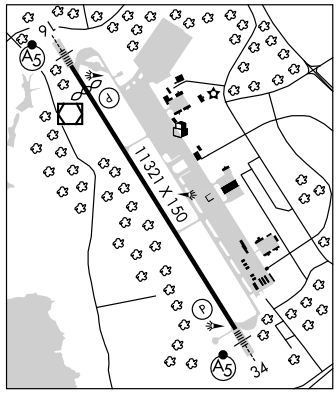
AIRPORT DIAGRAM

PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)

10210

PORTSMOUTH

PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′ **NEW YORK**
100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA **H–11D, 12K, L–32H, 33D**
Class I, ARFF Index E NOTAM FILE PSM **IAP, AD**



RWY 16–34: H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518
RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321

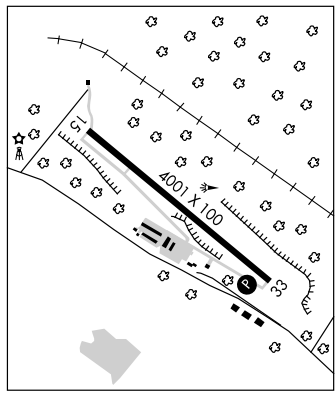
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

COMMUNICATIONS: ATIS 132.05 (603) 430–3232 **UNICOM** 122.95
Ⓡ **BOSTON APP/DEP CON** 125.05 125.825
TOWER 128.4 **GND CON** 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VOR/DME 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.
ILS 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.
ILS 110.1 I–PSM Rwy 34.

ROCHESTER

SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′ **NEW YORK**
322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW **L–32H**
RWY 15–33: H4001X100 (ASPH) S–30 MIRL 0.5% up SE **IAP**



RWY 15: Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.

COMMUNICATIONS: CTAF/UNICOM 122.7
BOSTON APP/DEP CON 125.05

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.
ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.
SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

COMM/NAV/WEATHER REMARKS: Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

ILS or LOC RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

LOC I-PGQ	APP CRS	Rwy ldg	10518
110.1	165°	TDZE	100
		Apt Elev	100

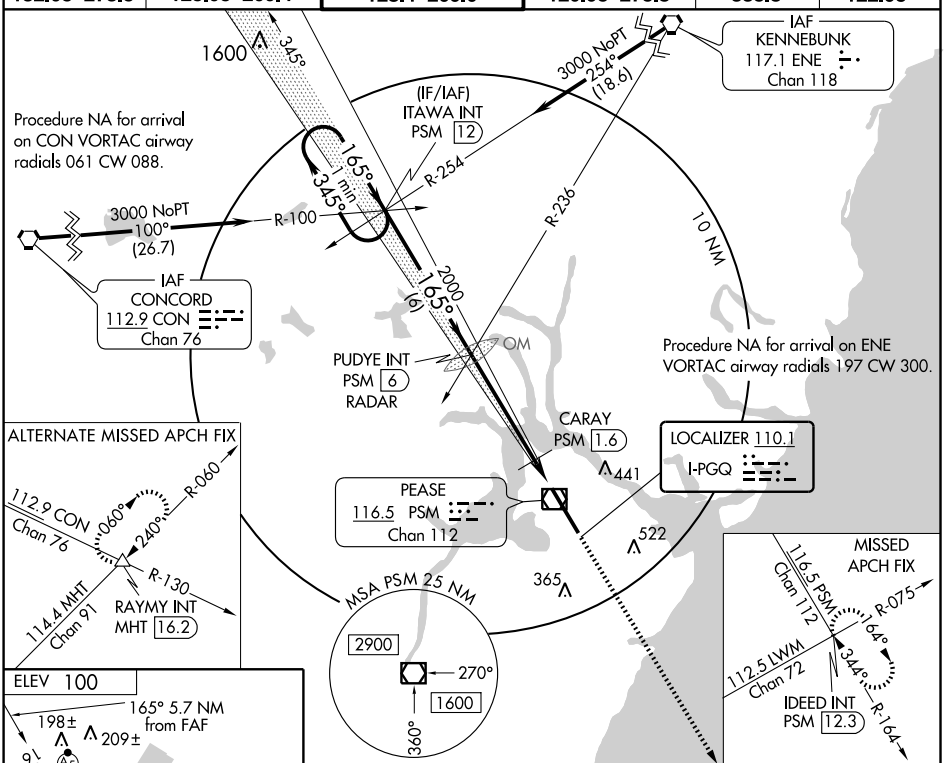
Circling NA East of Rwy 16-34.**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat E visibility to RVR 6000.

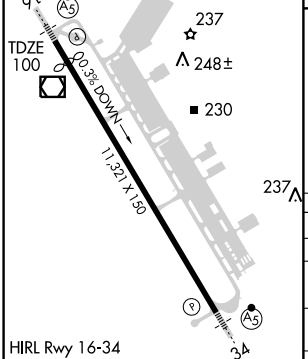
ASR

MALSR

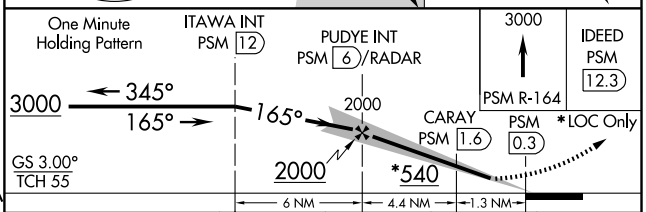
MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 16	**300/24 200 (200-½)				
S-LOC 16	540/24 440 (500-½)		540/40 440 (500-¾)	540/50 440 (500-1)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)
CARAY FIX MINIMUMS					
S-LOC 16	460/24 360 (400-½)			460/40 360 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-PSM	APP CRS	Rwy ldg	11321
110.1	345°	TDZE	84
		Apt Elev	100

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

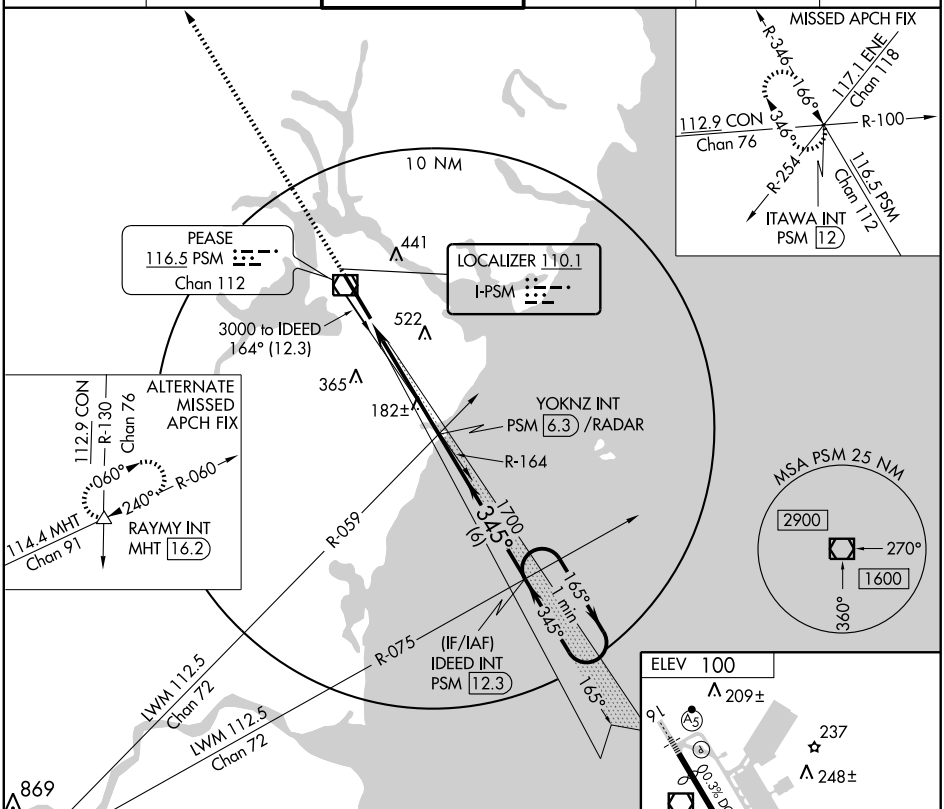
ASR

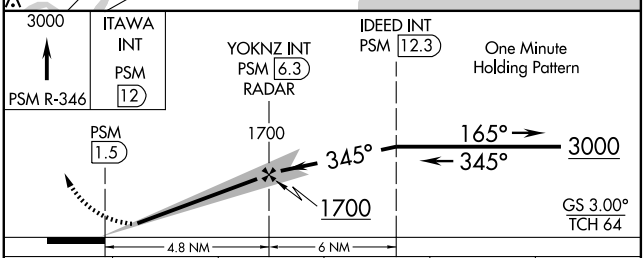
Circling NA East of Rwy 16-34.
For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

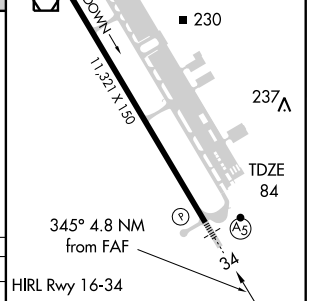
MALSR

MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-346 to ITAWA INT/PSM VOR/DME 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	440/24 356 (400-½)			440/40 356 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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NE-1, 21 OCT 2010 to 18 NOV 2010

PEASE TWO DEPARTURE

SL-678 (FAA)

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4

LEBANON
113.7 LEB
Chan 84
N43°40.73′ - W72°12.96′
L-32

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′ - W70°36.81′
L-32, H-11-12

CONCORD
112.9 CON
Chan 76
N43°13.19′ - W71°34.53′
L-32

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66′ - W73°20.64′
L-32-34, H-11-12

PEASE
116.5 PSM
Chan 112
N43°05.07′ - W70°49.92′
L-32-33, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11′ - W71°22.17′
L-32-33

PSM
1.5

220°

GARDNER
110.6 GDM
Chan 43
N42°32.76′ - W72°03.49′
L-33-34, H-11-12

SCUPP
N42°36.18′
W70°13.82′
L-33, H-11-12

LAWRENCE
112.5 LWM
Chan 72
N42°44.42′-W71°05.69′
L-33

BOSTON
112.7 BOS
Chan 74
N42°21.45′ - W70°59.37′
L-33-34, H-10-11-12

TAKE-OFF MINIMUMS:
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500′ MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190′ from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10′ AGL/105′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500′, turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500′ or above by PSM 1.5 DME continue on 165° course, Thence . . . .

TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . . .

. . . . Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

PEASE TWO DEPARTURE
(PSM2.PSM) 08213
PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)

WAAS Ch 40012 W16A	APP CRS 165°	Rwy ldg 10518 TDZE 100 Apt Elev 100

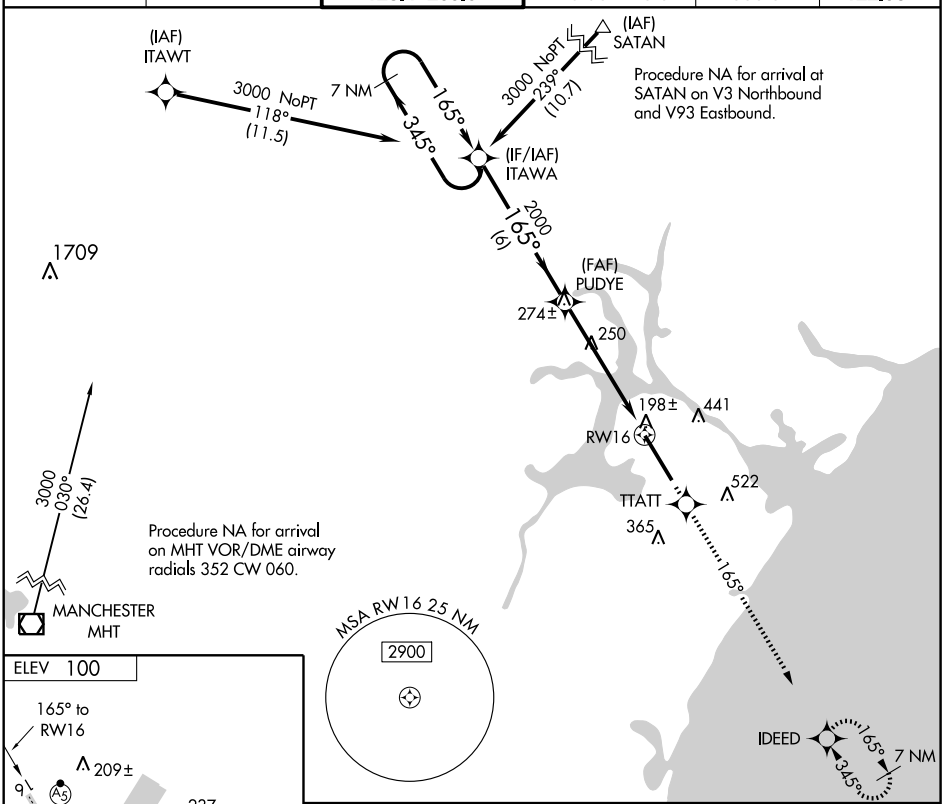
RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

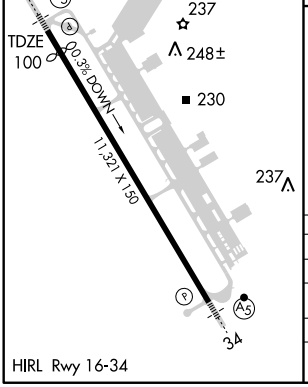
ASR: Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½ miles.

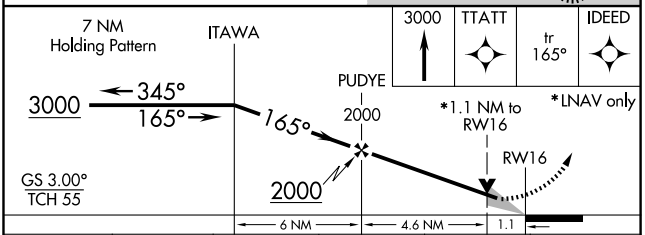
MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and on track 165° to IDEED and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	300/24 200 (200-½)				
LNAV/VNAV DA	452/40 352 (400-¾)				
LNAV MDA	500/24 400 (400-½)			500/50 400 (400-1)	
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

WAAS Ch 97323 W34A	APP CRS 345°	Rwy ldg 11321 TDZE 84 Apt Elev 100

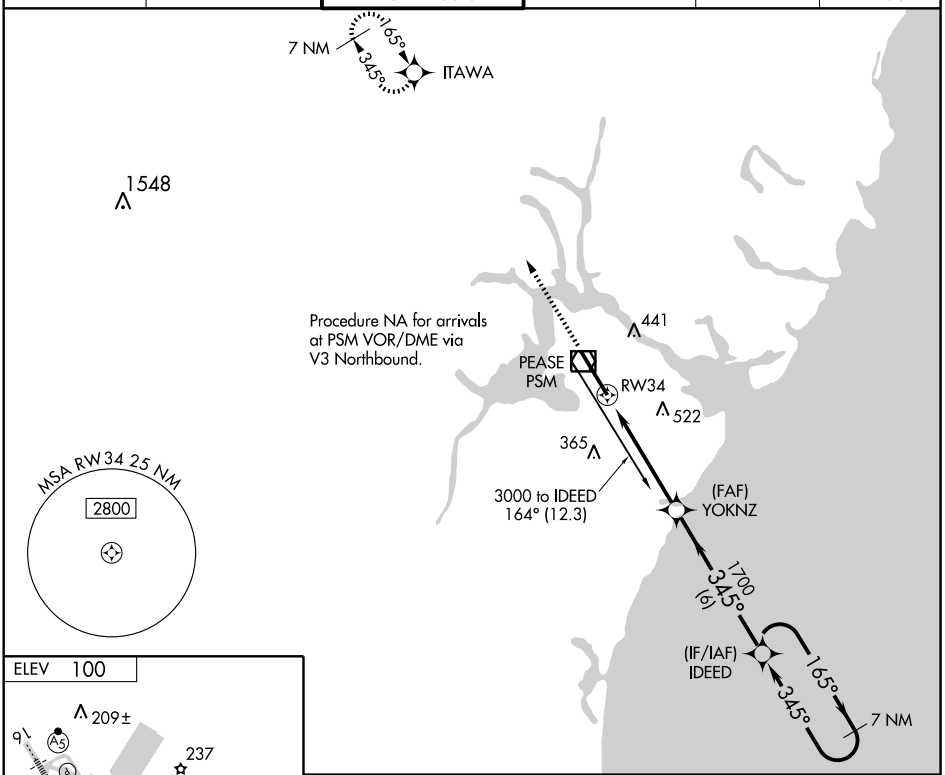
Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles.

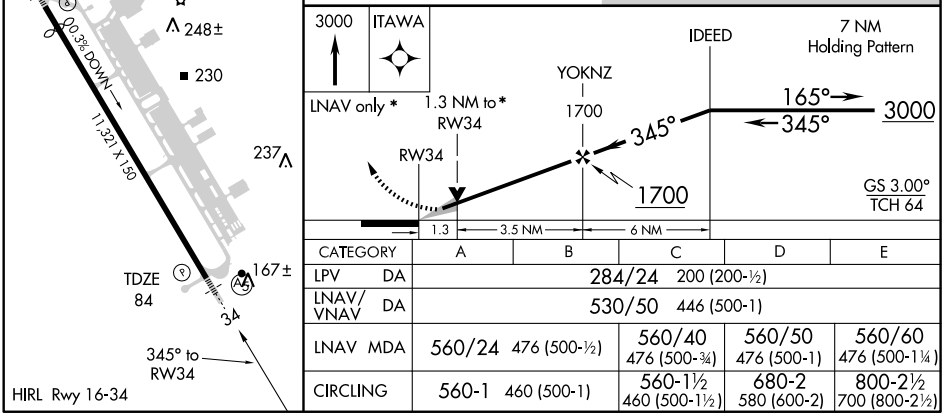
ASR

MALSR

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95





CATEGORY	A	B	C	D	E
LPV DA	284/24 200 (200-½)				
LNAV/VNAV DA	530/50 446 (500-1)				
LNAV MDA	560/24 476 (500-½)		560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1¼)
CIRCLING	560-1 460 (500-1)		560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

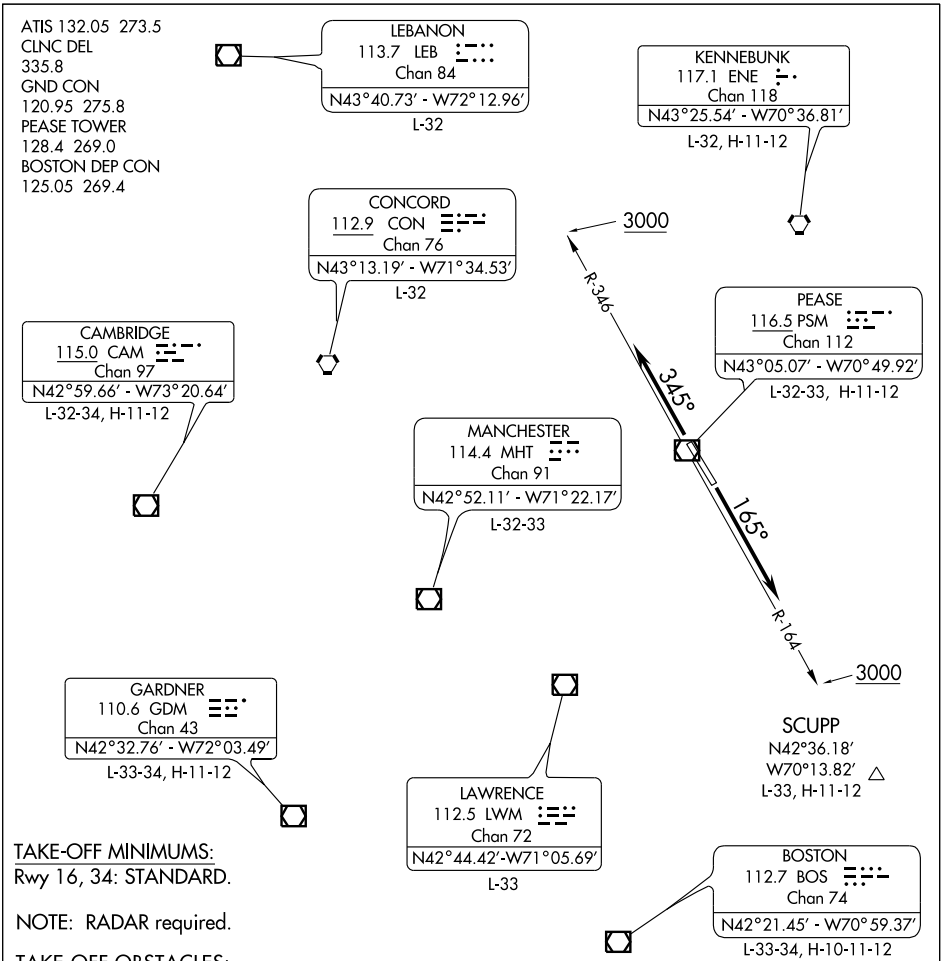
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

TANKER ONE DEPARTURE

SL-678 (FAA)

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4



TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519′ from DER, 439′ right of centerline, 15′ AGL/115′ MSL.
Trees beginning 2752′ from DER, 1090′ right of centerline, up to 90′ AGL/170′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .
TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM 116.5 Chan 112	APP CRS 174°	Rwy ldg 10518 TDZE 101 Apt Elev 101

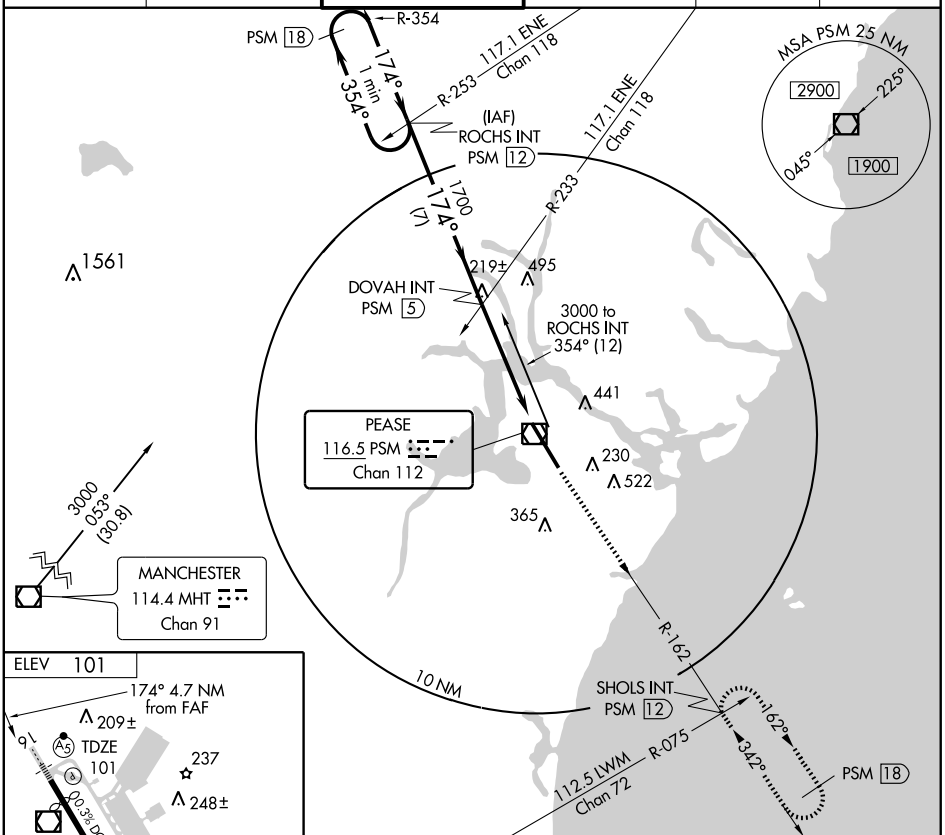
VOR RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

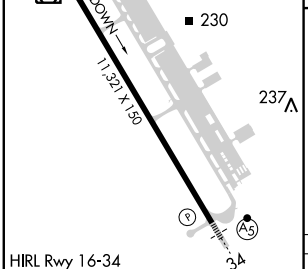
ASR: Circling not authorized east of Rwys 16 and 34. For inoperative MALSR, increase S-16 Cat D & E visibilities to 1¼.

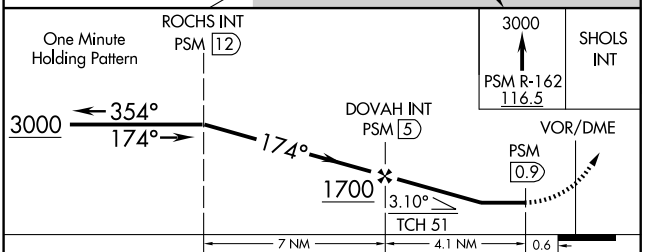
MALSR A5

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-16	460/24 359 (400-½)			460/50 359 (400-1)	
CIRCLING	480-1 379 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM 116.5 Chan 112	APP CRS 342°	Rwy ldg 11321 TDZE 85 Apt Elev 101

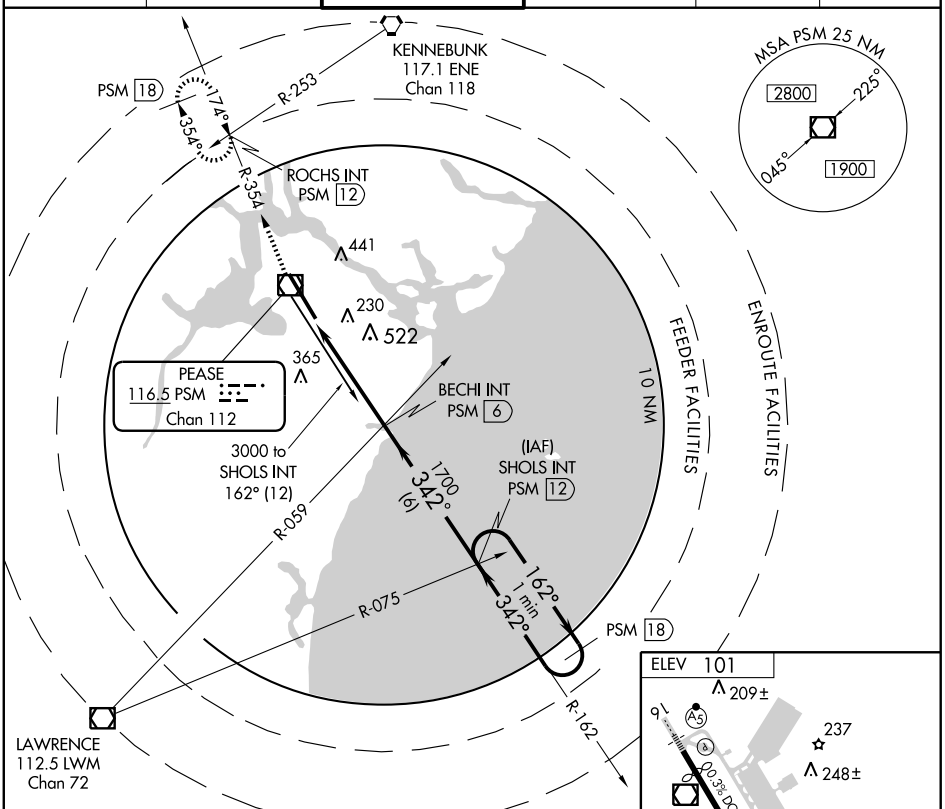
VOR RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

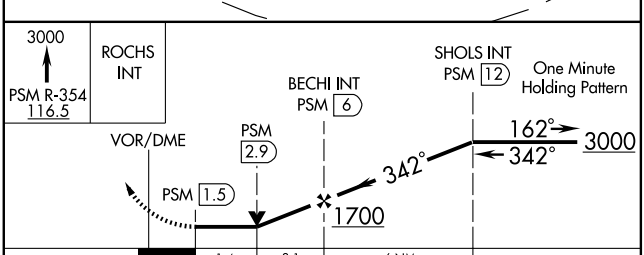
ASR — Circling not authorized east of Rwy 16 and 3 4.

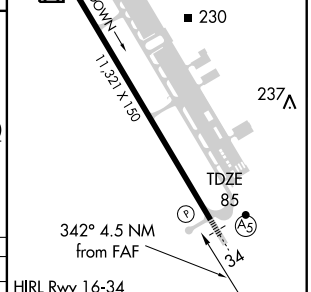
MALSR A5

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-34	520/24 435 (500-½)		520/40 435 (500-¾)	520/50 435 (500-1)	
CIRCLING	520-1 419 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

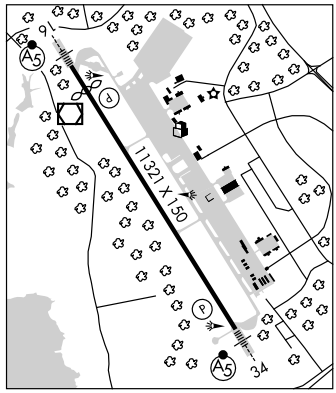
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′ **NEW YORK**
100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA **H–11D, 12K, L–32H, 33D**
Class I, ARFF Index E NOTAM FILE PSM **IAP, AD**



RWY 16–34: H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518
RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321

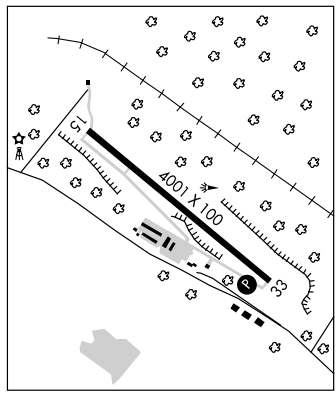
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

COMMUNICATIONS: ATIS 132.05 (603) 430–3232 **UNICOM** 122.95
Ⓡ **BOSTON APP/DEP CON** 125.05 125.825
TOWER 128.4 **GND CON** 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VOR/DME 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.
ILS 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.
ILS 110.1 I–PSM Rwy 34.

ROCHESTER

SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′ **NEW YORK**
322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW **L–32H**
RWY 15–33: H4001X100 (ASPH) S–30 MIRL 0.5% up SE **IAP**



RWY 15: Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.

COMMUNICATIONS: CTAF/UNICOM 122.7
BOSTON APP/DEP CON 125.05

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.
ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.
SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

COMM/NAV/WEATHER REMARKS: Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

NDB-B

ROCHESTER/ SKYHAVEN (DAW)

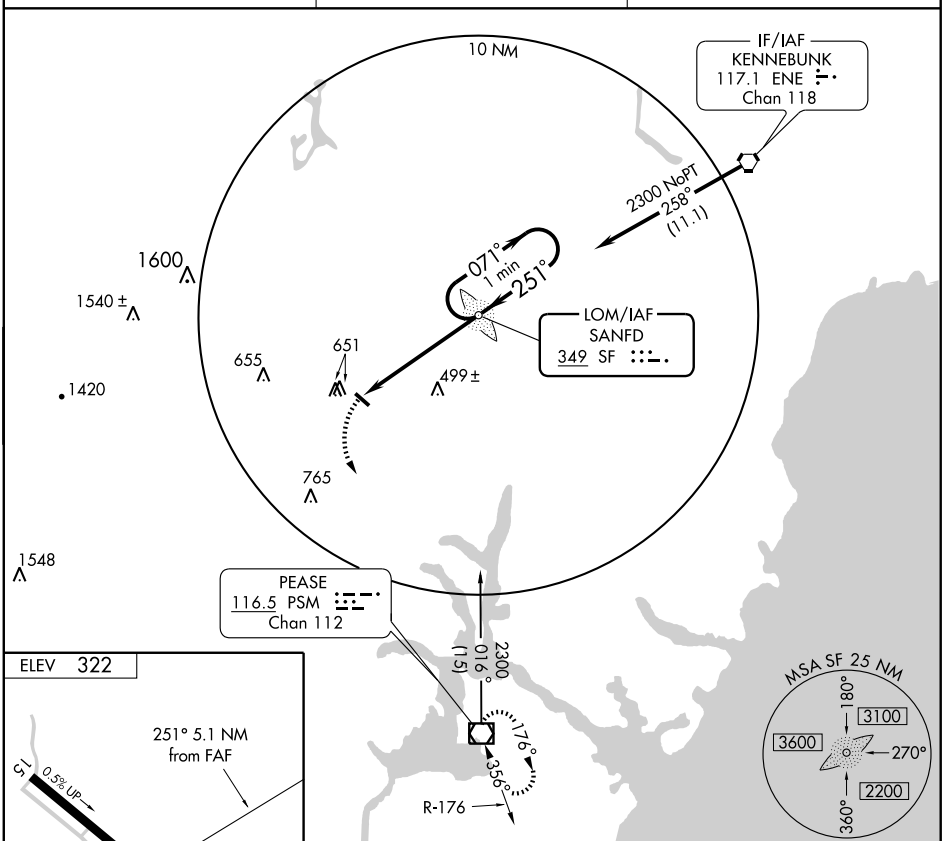
LOM SF	APP CRS	Rwy ldg	N/A
349	251°	TDZE	N/A
		Apt Elev	322

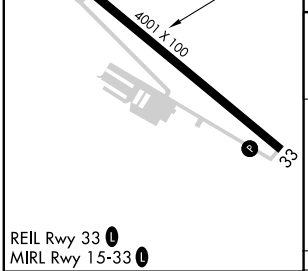
Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase MDA 80 feet and visibility Cat. B/C ¼ mile.

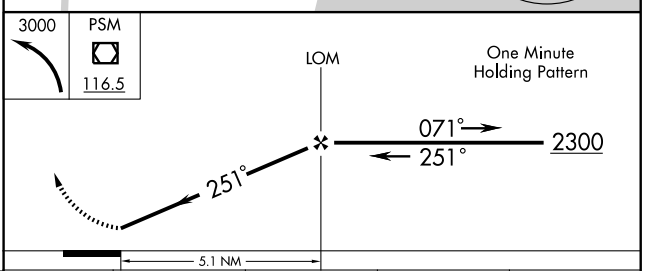
NA

MISSED APPROACH: Climbing left turn to 3000 direct PSM VOR/DME and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







REIL Rwy 33 L
MIRL Rwy 15-33 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB ESG	APP CRS	Rwy ldg	4001
260	327°	TDZE	322
		Apt Elev	322

NDB RWY 33

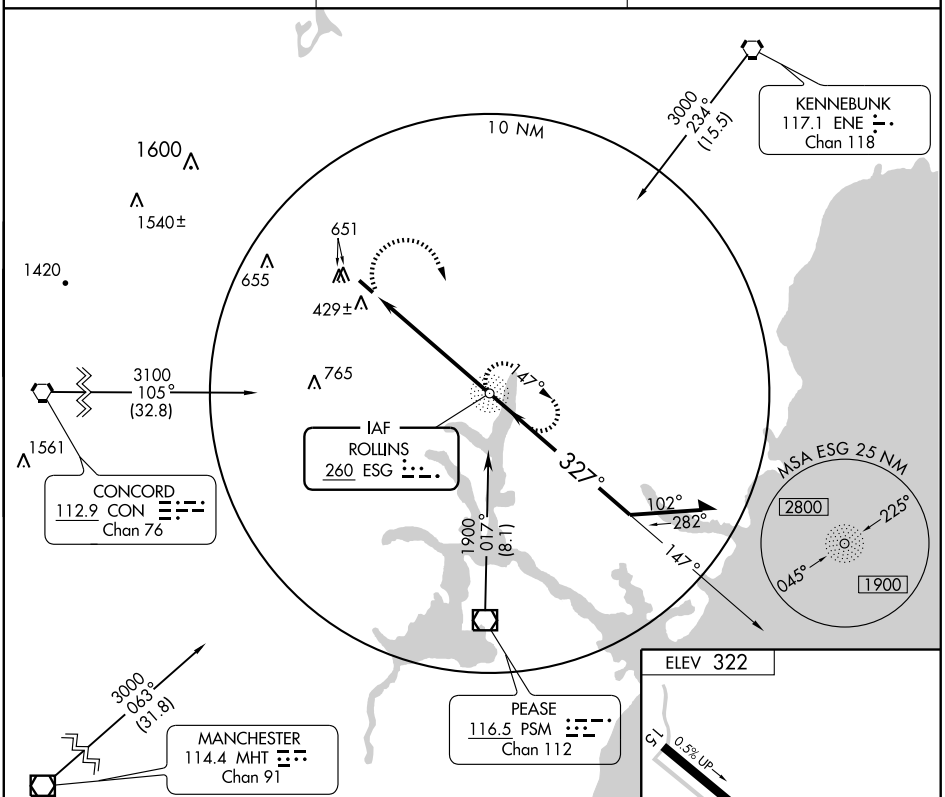
ROCHESTER/SKYHAVEN (DAW)

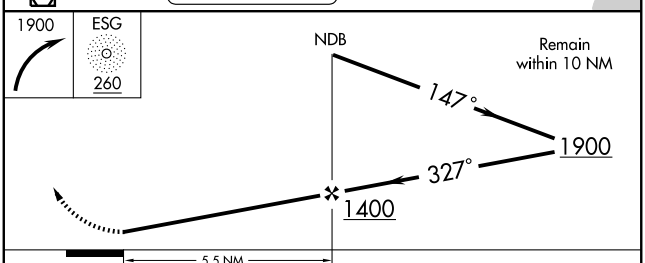
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

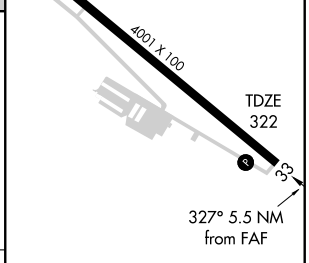
NA

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







REIL Rwy 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-33	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72715 W33A	APP CRS 327°	Rwy ldg 4001 TDZE 322 Apt Elev 322

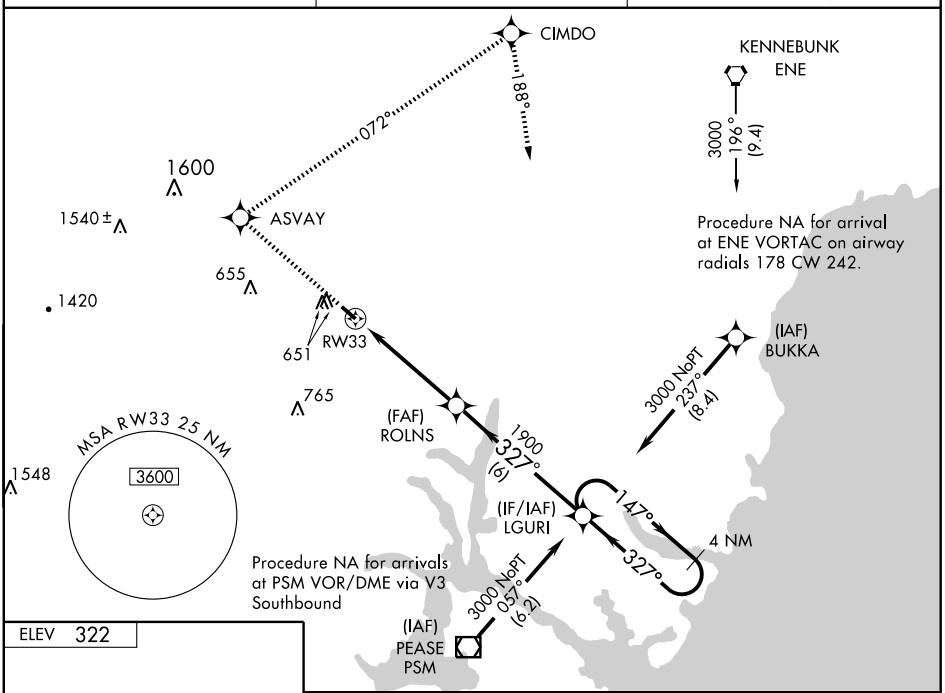
RNAV (GPS) RWY 33

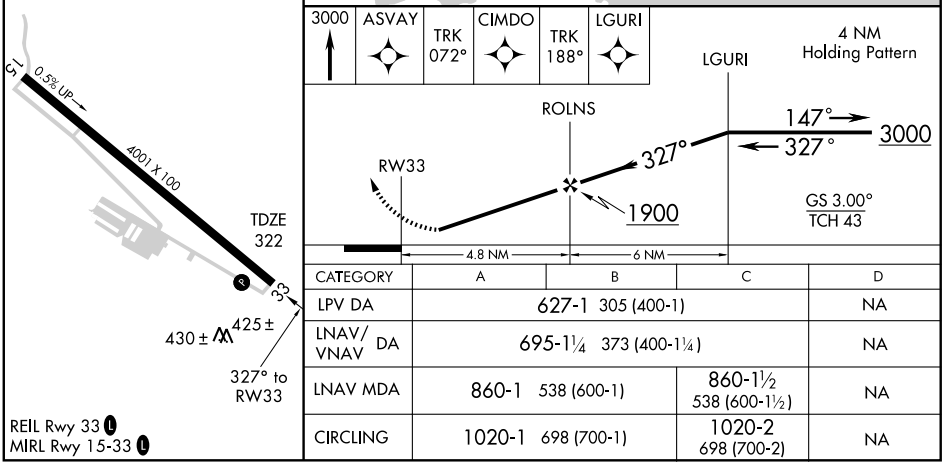
ROCHESTER/ SKYHAVEN (DAW)

Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all DA 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. B-C ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to LGURI and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	627-1 305 (400-1)			NA
LNAV/VNAV DA	695-1¼ 373 (400-1¼)			NA
LNAV MDA	860-1 538 (600-1)		860-1½ 538 (600-1½)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

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NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM 116.5 Chan 112	APP CRS 356°	Rwy ldg N/A TDZE N/A Apt Elev 322

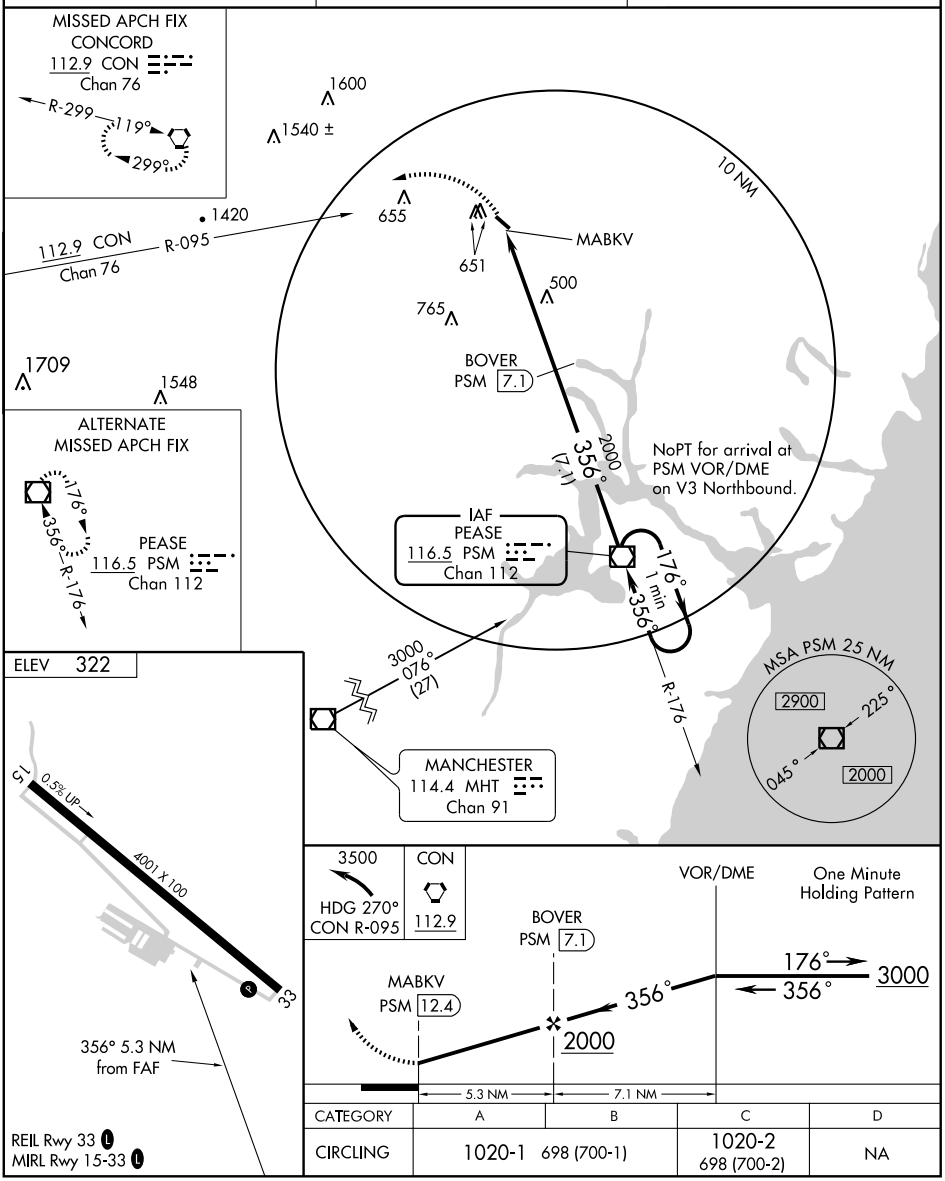
VOR/DME-A

ROCHESTER/ SKYHAVEN (DAW)

When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat. B-C ¼ mile.

MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

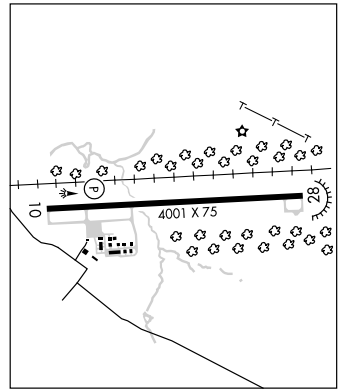
ROLLINS N43°13.22′ W70°49.70′ NOTAM FILE BGR. NEW YORK
NDB (MHW) 260 ESG 327° 5.9 NM to Skyhaven. Unusable byd 10 NM. L–32H, 33D

SKYHAVEN (See ROCHESTER)

TWIN MOUNTAIN (8B2) 1 SW UTC−5(−4DT) N44°15.84′ W71°32.80′ MONTREAL
1459 NOTAM FILE BGR L–32H
RWY 09–27: H2660X60 (ASPH) S–8.5 RWY LGTS (NSTD)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Acft are requested to stay on paved surfaces only. Advance notice rqr for rwy lgts call 1–603–846–5505. Rwy 09–27 rwy lgts 15–20′ from rwy edge. Arpt not plowed in winter. For winter conditions call 603–846–5505.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 090° 40.4 NM to fld. 2080/16W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 1–866–295–3835.

WHITEFIELD

MOUNT WASHINGTON RGNL (HIE) 3 E UTC−5(−4DT) N44°22.06′ W71°32.67′ MONTREAL
1074 B S4 **FUEL** 100LL TPA—2000(926) NOTAM FILE HIE L–32H
RWY 10–28: H4001X75 (ASPH) S–30 MIRL 0.6% up E. IAP
RWY 10: REIL. PAPI(P4L)—GA 3.5° TCH 45′. Trees.
RWY 28: REIL. Tree. Rgt tfc. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡. Self–serve fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (603) 837–2769.
COMMUNICATIONS: CTAF/UNICOM 122.8
WHITEFIELD RCO 122.4 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 082° 42.6 NM fld. 2080/16W.
MAHN NDB (MHW) 386 GMA N44°21.74′ W71°41.16′ 104° 6.1 NM to fld. NOTAM FILE HIE. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′
ILS 109.5 I–HIE RWY 10. LOC only.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 122.4 1–866–295–3835.



WHITEFIELD N44°21.94′ W71°33.15′ MONTREAL
RCO 122.4 (BANGOR RADIO) L–32H

WHITE RIVER N43°33.61′ W72°27.93′ NOTAM FILE LEB. NEW YORK
NDB (MHW) 379 IVV 077° 8.1 NM to Lebanon Muni. L–32G

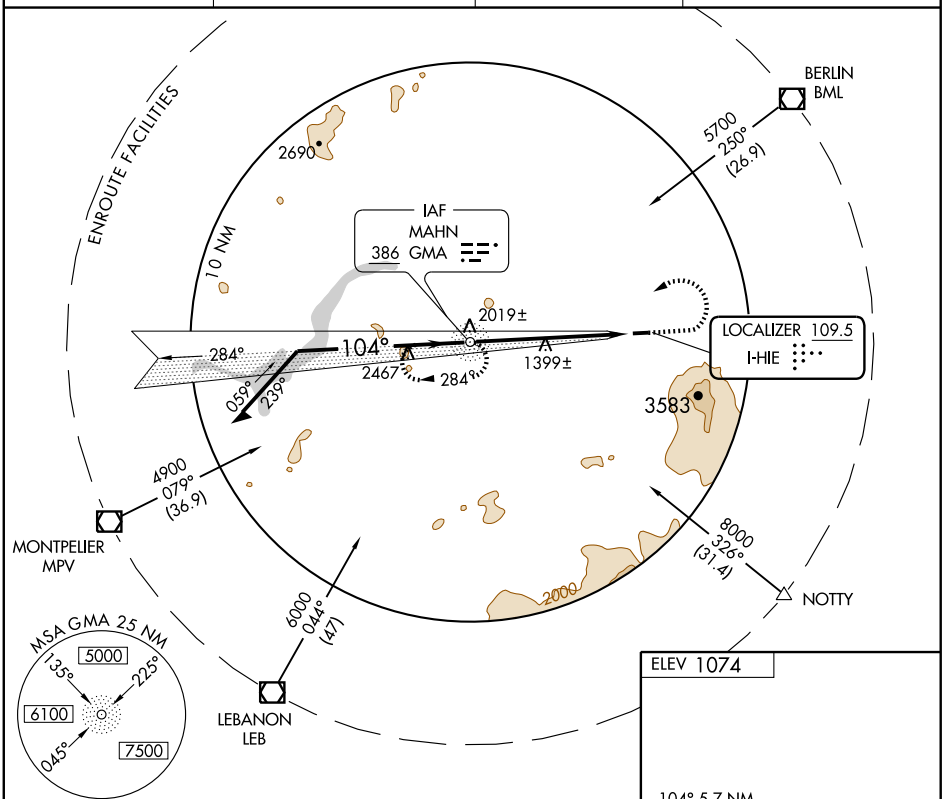
LOC I-HIE	APP CRS	Rwy ldg	4001
109.5	104°	TDZE	1057
		Apt Elev	1074

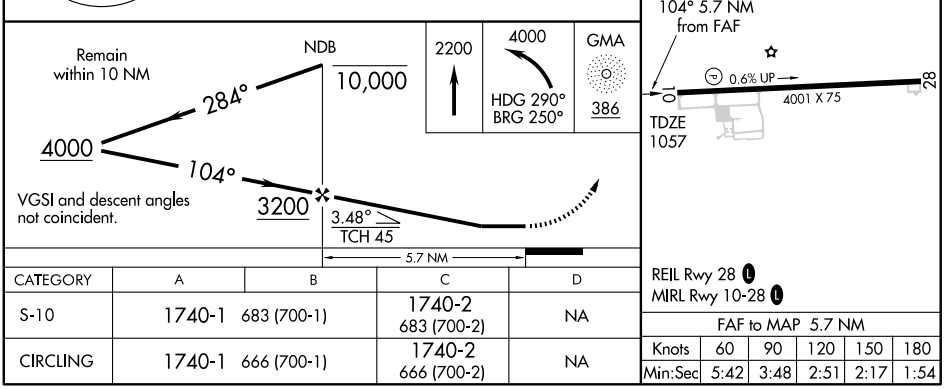
LOC/NDB RWY 10
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

T A NA — Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-10	1740-1 683 (700-1)		1740-2 683 (700-2)	NA
CIRCLING	1740-1 666 (700-1)		1740-2 666 (700-2)	NA

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

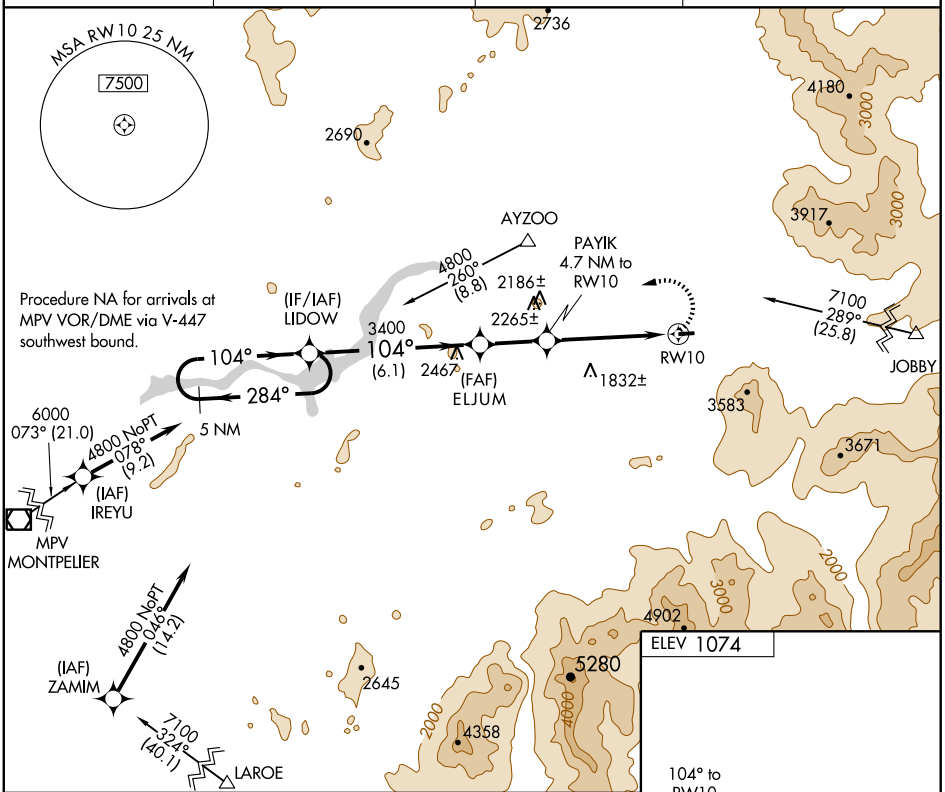
APP CRS	Rwy ldg	4001
104°	TDZE	1057
	Apt Elev	1074

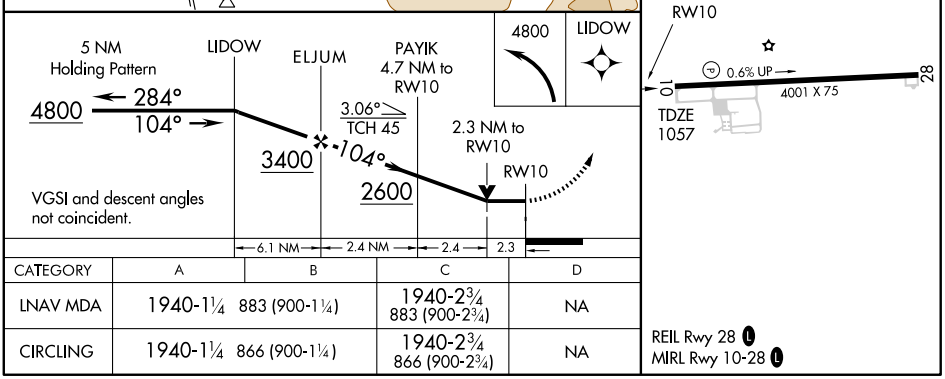
RNAV (GPS) Y RWY 10
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1940-1¼ 883 (900-1¼)		1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼ 866 (900-1¼)		1940-2¾ 866 (900-2¾)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

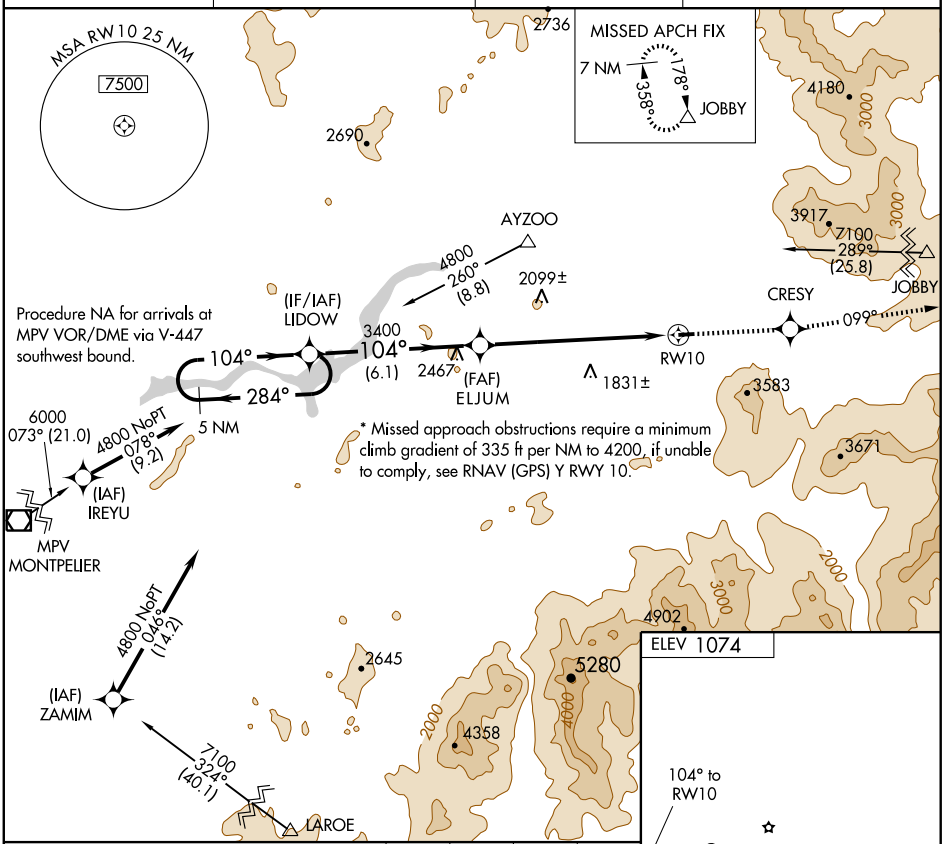
WAAS CH 53512 W10A	APP CRS 104°	Rwy ldg 4001 TDZE 1057 Apt Elev 1074

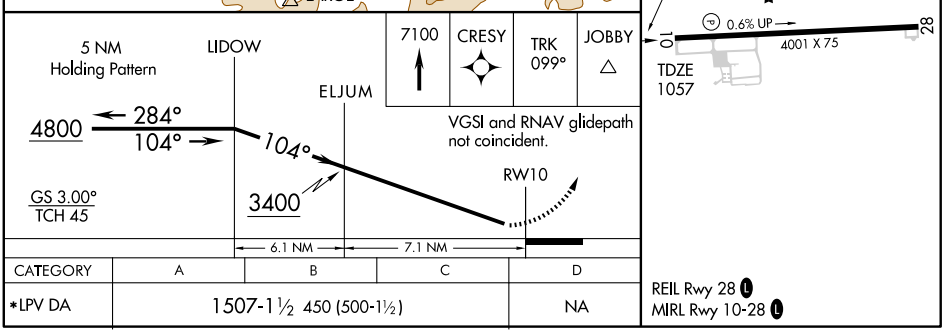
RNAV (GPS) Z RWY 10
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
*LPV DA	1507-1½ 450 (500-1½)			NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010